

VIRGIN ISLANDS OFFICE OF HIGHWAY SAFETY

Fiscal 2020 Annual Report

Virgin Islands Office of Highway Safety 33B & 33BA
Estate Smithfield
St. Croix, USVI 00840
Tel: 340 772-3025 Fax: 340 772-2626



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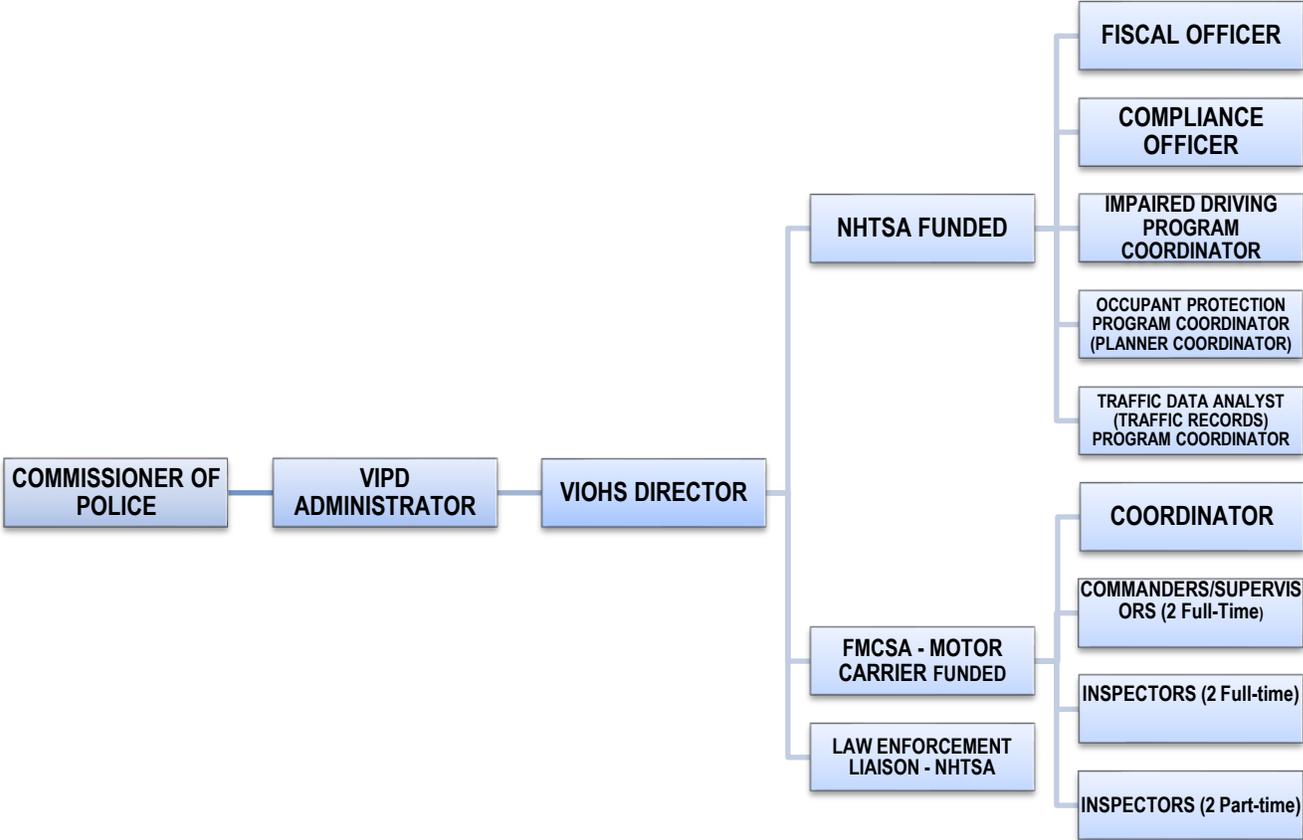
Introduction

Established by the Government of the Virgin Islands (GVI) in accordance with the Highway Safety Act of 1966, the Virgin Islands Office of Highway Safety (VIOHS) is a division within the *Virgin Islands Police Department* responsible for the reduction of traffic crashes, injuries and fatalities on roadways throughout the U.S. Virgin Islands.

The U. S. Virgin Islands is comprised of three main islands and surrounding smaller islets and cays with a population of 106,405 (as per the 2010 census) and a land area of 133 square miles. The three main islands are St. Thomas, St. John, and St. Croix. The U.S. Virgin Islands is the only U.S. jurisdiction that drives on the left side of the road. 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 especially to visitors who rent vehicles. Additionally, most roadways are only one-lane per direction making roads relatively small in width. The narrowness of the territory's roads was exacerbated with the catastrophic hurricanes of 2017, additional storms in 2018 and the passage of Hurricane Dorian and other small storms which carried heavy rainfalls in 2019. The accompanying rainfalls of these storms cause further damage to roads already compromised and increased the dangers of traffic fluidity as drivers maneuver to avoid potholes and eroded roadway shoulders adding further challenges to increase traffic safety in the territory.

The VIOHS is mandated to promote and fund methods to implement traffic safety in the territory. The office is primarily funded by grants from the U.S. Department of Transportation National Highway Traffic Safety Administration (NHTSA) and the Federal Motor Carrier Safety Agency (FMCSA). The GVI provides the overhead funding for the physical office. Highway safety programs are developed and implemented in partnership with public and private entities 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.

Virgin Islands Police Department- VIOHS Organization Chart



A Year In Review...FY 2020 Virgin Islands Office of Highway Safety

During the first quarter of FY2020, the VIOHS faced the challenges of ensuring that payroll payments were processed timely for the staffers hired to conduct the NHTSA programs within the approved HSP. This was resolved by the end of October when the required Notices of Personnel Action (NOPA) and the management projects were approved by OMB and entered on the ERP system.

The newly appointed Director attended the GHSA Executive Training Seminar to further enhance the required knowledge for the operations of a highway safety office following the required NHTSA funding mandates. The Traffic Records Analyst and the Director also attended the PennDOT communications workshop to learn new methods of promoting the message of traffic safety within the Territory.

The second quarter began with the search for a Planner/Coordinator and a Compliance Officer for the VIOHS. Although there were several eligible candidates for the Planner/Coordinator position, no viable candidate was found until the end of the fiscal year. The selected person would be scheduled to begin with the VIOHS in the following fiscal year. However, the search for the Compliance Officer resulted with the on boarding of the selected candidate in February 2020.

The VIOHS also worked with NHTSA Region 2 on the results of the 2019 Management Review and the development of a cohesive Corrective Action Plan (CAP) to meet the requirements identified in the review.

The impact of the coronavirus COVID-19 began to affect operations when teleworking options for the staff began in the third week of March. The related trainings and out-of-the-Territory travel were cancelled as adjustments were made both on the mainland USA and in the territory. The Governor also cancelled all out-of-the-Territory travel due to COVID-19 restrictions. Thus, the NHTSA staff did not participate in any travel budgeted outside of the Territory for the remaining months of the fiscal year. However, the staffers attended online seminars, trainings and workshops to remain current with the requirements of the related programs.

The remaining quarters of the fiscal year included the continued search to fill the positions of Planner/Coordinator for the Occupant Protection Program and the Police Traffic Services (Law Enforcement Liaison) Program coordinators; meeting the challenges of teleworking, and readjusting project activities to fulfill the objectives.

In the final months of the last quarter, two candidates were identified to fill the

positions of Planner/Coordinator and PTS Coordinator. The PTS Coordinator would begin in the September and the Planner/Coordinator would begin in the first quarter of FY2021.

The FY2020 challenges faced by the VIOHS did not deter the staff from its mission of improving highway safety and to alter behavioral patterns territory-wide through the development, promotion, and implementation of educational outreach campaigns; enforcements and community-directed alliances, and renewed outreach efforts throughout the community.

This annual report provides an assessment, to include the accomplishments, progress towards meeting performance targets, and applied measures to correct noted deficiencies during FY2020 (October 1, 2019 – September 30, 2020).



TREVOR VELINOR
Commissioner

Government of The Virgin Islands of the United States

VIRGIN ISLANDS POLICE DEPARTMENT
OFFICE OF THE POLICE COMMISSIONER



Police Operations and
Administrative Services
#45 Mars Hill, Frederiksted
St. Croix, U.S.V.I. 00840
(340) 778-2211

Alexander Farrelly Justice Complex
Charlotte Amalie
St. Thomas, U.S.V.I. 00802

(340) 774-2310

Leander Jurgen Command
Cruz Bay
St. John, U.S.V.I. 00830
(340) 693-8880

October 29, 2020

Richard Simon

Regional Administrator
Region 2
National Highway Traffic Safety Administration
245 Main Street, Suite 210
White Plains, NY 10601

Dear Administrator Simon:

As the Governor's Representative overseeing the Office of Highway Safety, I fully support the Virgin Islands Office of Highway Safety Traffic Safety project. It is designed to improve and strengthen safety measures on the highways of the U.S. Virgin Islands. The initiatives developed through the traffic safety project aid in reducing traffic fatalities, educating our community through public service announcements on methods to reduce traffic crashes, as well as promoting safer driving habits throughout the territory. The U. S. Virgin Islands goal is to be in the top 25 percentile for seatbelt usage in 2020 report, an increase from 2019 where it was reported as having only 71% seatbelt usage.

Director Daphne O'Neal and her staff are commended for taking the challenge and working with the Virgin Islands Police Department to implement initiatives during the COVID-19 pandemic. The team successfully submitted and received approvals for the Impaired Driving and Occupant Protection Initiatives for the St. Croix and the St. Thomas/St. John Districts. During the period of the initiatives, 1951 traffic citations were issued involving seatbelt, driving under the influence, and other moving and non-moving traffic violations.

I express sincere gratitude for the NHTSA members of Region 2. The members have been very helpful, accessible, and timely with correspondence. The VIPD looks forward to supporting more initiatives through the Office of Highway Safety during the new fiscal year. Please contact me at trevor.velinor@vipd.vi.gov if there are any questions or additional information is needed.

Respectfully,

Trevor Velinor
Commissioner, VIPD



**Government of
The Virgin Islands of the United States**
- 0 -
VIRGIN ISLANDS POLICE DEPARTMENT
OFFICE OF THE POLICE COMMISSIONER



Dr. Kysha L. Fedd
Acting Administrator

Police Operations and
Administrative Services
#45 Mars Hill, Frederiksted
St. Croix, U.S.V.I. 00840
(340)778-2211

October 30, 2020

Alexander Farrelly Justice Complex
Charlotte Amalie
St. Thomas, U.S.V.I. 00802
(340)774-2310

Richard Simon
Regional Administrator
Region 2
National Highway Traffic Safety Administration
245 Main Street, Suite 210
White Plains, NY 10601

Leander Jurgen Command
Cruz Bay
St. John, U.S.V.I. 00830
(340)693-8880

Dear Administrator Simon:

I offer this letter in full support of the Virgin Islands Office of Highway Safety (VIOHS) Traffic Safety Program. Although the year has been filled with unforeseen challenges, I am pleased with the progress Director Daphne O'Neal and her dedicated team have made in carrying out the mission of VIOHS. Submission and approval of the Impaired Driving and the Occupant Protection initiatives for the St. Croix District and the St. Thomas/St. John District were highlights for FY2020. The Traffic Bureau of the Virgin Islands Police Department (VIPD), St. Thomas/St. John District yielded 750 traffic citations, while its counterpart on St. Croix netted approximately 1200 citations and were able to make five arrests for illegal firearm possessions.

The VIOHS is an integral component in the assurance of safety on our highways. From January 2019 through June 2020, there were 11 fatalities, as a result of traffic violations of the Virgin Islands Code. Through its collaborative efforts with VIPD's Traffic Bureau and connecting with other sub-grantees, the agency will implement more initiatives to reduce highway fatalities and increase public awareness. The recent hiring of a law enforcement liaison will aid in sharing critical information between VIOHS, VIPD, and other law enforcement entities to develop strategies to address known traffic trends. In addition, VIOHS has produced radio and television public service announcements encouraging the public to practice safe driving habits.

I would like to thank you and your team for the multiple sessions to craft a detailed, Corrective Action Plan for VIOHS. Looking forward to VIOHS's successful completion of the plan and other accomplishments during the new fiscal year. Should you need additional information or have questions please contact me at kysha.fedd@vipd.vi.gov or 340-514-6353.

Sincerely,


Kysha L. Fedd, Ph.D.
Acting Administrator

Key Accomplishments in Fiscal Year 2020

- ❖ Successful submission and approval of a complete Highway Safety Plan for FY2021.
- ❖ Hiring of the Compliance Officer and the Police Traffic Services (Law Enforcement Liaison) Program Coordinators.
- ❖ The successful procurement of additional equipment components and the beginning of the contract negotiations for the implementation of the Traffic and Criminal Software System (TraCS) - a data collection, records, management and crash reporting software. TraCS will link data input and provide unified access across several agencies within the Government of the Virgin Islands.
- ❖ Enforcement activities for the Impaired Driving and Occupant Protection Programs.
- ❖ Selection of a contractor to conduct the media communications program portion of the FY2021 HSP.
- ❖ Implementation of Corrective Action Plans (CAP) resulting from the FY2019 NHTSA Management Review of VIOHS grant operations.

Executive Summary

The Virgin Islands Senate legislated that the Virgin Islands Office of Highway Safety develop and implement a highway safety program to achieve its mission of reducing the risks of traffic crashes, fatalities and serious injuries on the roadways throughout the U.S. Virgin Islands As per 20 VIC §479 – a) *The Bureau shall carry out a highway safety program in accordance with the Federal Highway Safety Act of 1973 and all other applicable highway safety laws. The Bureau shall have all the powers and duties of the Office of Highway Safety established by Executive Order No. 188-1974, as amended; b) The Bureau is designated as the state agency for receipt of all federal highway safety funds. The Governor shall conform the Bureau, as may be necessary, to meet the requirements for federal funding.*

Throughout FY2020 the VIOHS continued to work towards accomplishing this mission.

The finalized NHTSA Region 2 MR report was received in February 2020 and the Corrective Action Plan (CAP) developed and agreed on by GR and the VIOHS. The CAP included the timelines to be met by VIOHS to show its functionality as a highway safety office. The key components of the CAP were:

- a) improved development of the HSP to include input from key GVI agencies involved in the promotion of traffic safety in the territory
- b) distribution of 60% of its HSP to external agencies and contractors outside of VIPD and VIOHS beginning with the FY2021 HSP
- c) improved sub-recipient and project evaluations and assessments
- d) improved equipment inventory oversight
- e) production of a Policy & Procedures Manual for operational guidance

Despite the impact of COVID-19, the VIOHS was aggressive in its efforts to adhere to all items listed in the CAP.

The electronic ticketing system for use in the Territory, a multi-year project, continued to be funded in FY2020 to complete the purchase of the necessary equipment, install the TraCS software, train all front and end users, and to provide qualified technical assistance to VIPD and VIOHS.

The staffing limitations of the VIOHS' sole source of enforcement, the Virgin Islands Police Department (VIPD), continued to challenge enforcement activities. However, with the assistance of a dedicated VIPD Traffic Sergeant, the VIOHS was able to conduct successful initiatives for the Impaired Driving and Occupant Protection programs during the last two quarters of FY2020.

The VIOHS recognized a need for a Media Communications management oversight and embarked on the selection of a marketing company to oversee its communications program. Three companies produced proposals, and one was selected to produce a plan for the FY2021 communication projects for Impaired Driving, Occupant Protection, Police Traffic Safety and VIOHS .

While performance targets are set, the results depend on the Virgin Islands residents and visitors adherence to laws and receptive responses to the traffic safety messages and enforcement initiatives disseminated by VIOHS. Many of the planned performance measures of FY2020 were not met. Therefore, the VIOHS must, in FY2021, continue to establish non-traditional partnerships to discover new methods to reach and engage the public in traffic safety practices to improve the performance targets for traffic fatalities, serious injuries in crashes, and unrestrained passenger vehicle occupant fatalities in the future.

U.S. VIRGIN ISLANDS
FISCAL YEAR 2020 ANNUAL REPORT
PERFORMANCE REPORT ON CORE MEASURES

Core Performance Measures	5-Year Average	Target FY 2020	Actual FY 2020	Status
C1 - Traffic Fatalities	13.2	13.0	14	Target Not Met
C2 - Serious Injuries in Traffic Crashes*	15	750.0	10	Target Was Inaccurately Set Due to Undefined Data
C4 - Unrestrained Vehicle Occupant Fatalities	4.6	4.0	4	Target Met
C5 - Alcohol Impaired Driving Fatalities	1.8	1.0	1	Target Met
C6 - Speeding Related Fatalities	3.8	2.0	7	Target Not Met
C7 - Motorcyclist Fatalities	2.2	2.0	5	Target Not Met
C8 - Un-helmeted Motorcyclist Fatalities Drivers	0	0.0	0	Target Met
C9 - Drivers Age 20 or Younger involved in fatal crashes	0.6	0.0	2	Target Not Met
C10 - Pedestrian Fatalities	1.6	1.0	3	Target Not Met
C11 - Bicyclist Fatalities	0.2	0.0	0	Target Met

CORE BEHAVIOR MEASURES	2016	2017	2018	2019	5-Year Average	2020 Target	2020 Actual	Status
Observed Seat belt rate for passenger vehicles. Front Seat Outboard Occupants.	79.1%	N/A	83.9%	71.1%	60.46%	85.00%	68.2%	Target Not Met

The U.S. Virgin Islands reported a total of **3,652** crashes in FY2020, a **23% decrease** from for FY 2019. A total of 1,268 crashes occurred on the island of St. Croix (down by 26% compared to FY 2019), 2,277 crashes occurred on St. Thomas (down by 21% compared to FY2019) and on St. John there were 107 crashes (down by 5% compared to FY2019) . Of the reported crashes, **14** resulted in fatalities. A categorical listing of all reported crashes has been outlined in the table below.

FISCAL YEAR 2020 CRASH STATISTICS			
ST. THOMAS			
Crash Classification	Total Crashes	Injuries	Fatalities
Vehicles	2,164	228	1
Pedestrians	19	11	2
Bicycles	2	2	0
Motorcycles	23	10	4
CMV's	69	16	0
Total	2,277	267	7
ST. CROIX			
Vehicles	1,223	257	5
Pedestrians	18	15	1
Bicycles	3	2	0
Motorcycles	7	5	1
CMV's	17	6	0
Total	1,268	285	7
ST. JOHN			
Vehicles	105	8	0
Pedestrians	0	0	0
Bicycles	1	1	0
Motorcycles	1	1	0
CMV's	0	0	0
Total	107	10	0

<i>CORE ACTIVITY MEASURES</i>	2015	2016	2018	2019	5-Year Average	2020 Actual
Number of Seatbelt Citations Issued During Grant Funded Enforcements	1279	943	1103	0	773.8	544
Number of DUI Arrests Made During Grant Funded Enforcements	0	13	1	0	4.2	7
Number of Speeding Citations Issued During Grant Funded Enforcements	5	9	2	0	3.2	0

- There was no information gathered for FY2017 due to the impacts of Hurricanes Irma and Maria.
- In fiscal year 2019, there were no grant funded enforcement activities conducted by the VIPD.

VIOHS Performance Measures

The VIOHS selected countermeasures and projects that were best suited to address the territory's traffic safety issues and deliver improvements in highway safety while remaining in compliance with FAST ACT requirements. The countermeasures selected were proven to be effective by NHTSA.

Program specific goals comprising ten (10) core performance measures, one (1) behavior measure, and three (3) activity measures were established in the VIOHS Fiscal Year 2020 Highway Safety Plan. Goals for the upcoming fiscal year were then established based on the cumulative average of a 5-year trend. Throughout the fiscal year, the VIOHS utilized Report Beam as the sole statistical source to gather data relevant to these performance measures which was then cross-referenced to data received through formed alliances with fellow GVI partners to include the Department of Health, the Superior Court, and the Virgin Islands Police Department.

To assess the measurement of performance, correlational data amassed from GVI partners were used to test the validity of the received data and evaluate the performance of selected countermeasures based on such factors as *readiness, coordination and feasibility* as established through the program's HSP. The following represents the outcome of the efforts of the Virgin Islands Office of Highway Safety for fiscal year 2020.

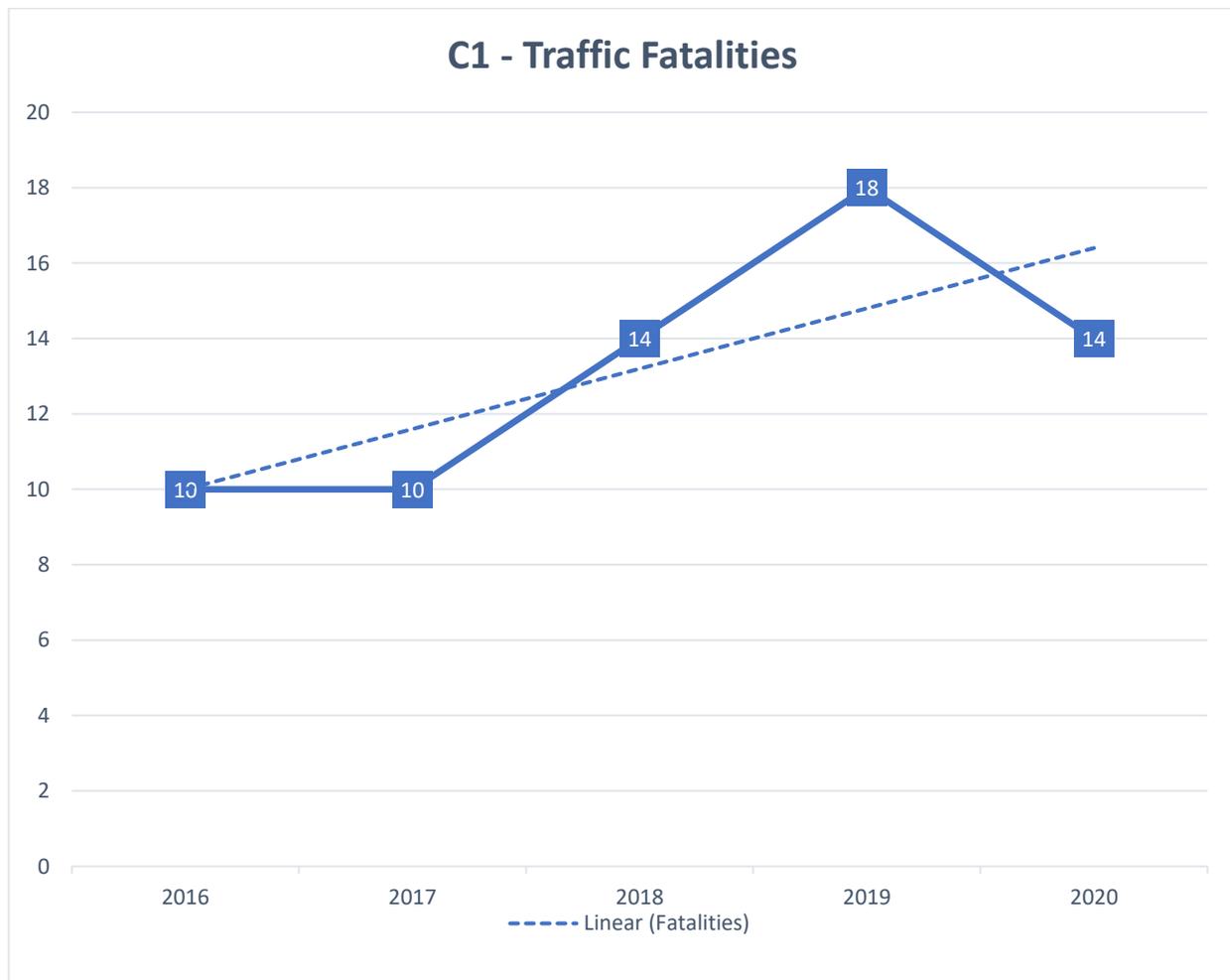
C-1. Number of traffic fatalities.

Goal: To reduce the number of traffic fatalities to 13 or below for the Territory.

Number of traffic fatalities in fiscal year 2020: 14

Status: This performance measure for fiscal year 2020 was not met.

Future HSP Adjustments: Coordinators for the program areas with negative data trends will increase their focus on the implementation of effective countermeasures to steer the current data trends in positive directions. To reduce traffic fatalities, increase outreach through public education utilizing media outlets and coupled with enforcement activities have proven to be most effective.



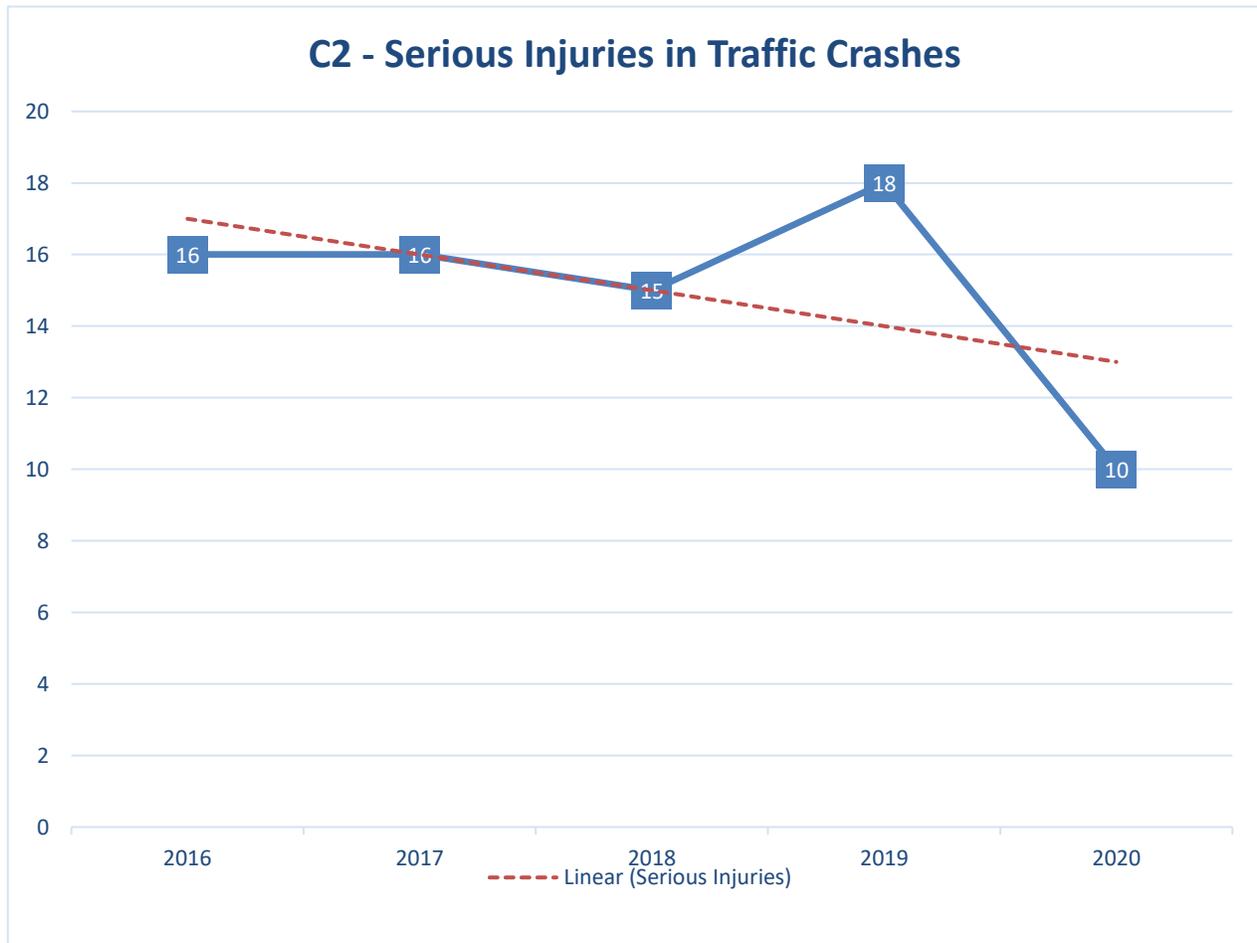
C-2. Number of serious injuries in traffic crashes.

Goal: To reduce the number of serious injuries in traffic crashes to 750 or below for the Territory.

Number of serious injuries in traffic crashes in fiscal year 2020: 10

Status: This performance measure was inaccurately set due the undefined data.

Future HSP Adjustments: Coordinators for the program areas with negative data trends will increase their focus on the implementation of effective countermeasures to steer the current data trends in positive directions. To reduce traffic fatalities, increase outreach through public education utilizing media outlets and coupled with enforcement activities have proven to be most effective.



C-3. Fatalities/Vehicle Miles Travelled.

This performance measure is not applicable to the U.S. Virgin Islands.

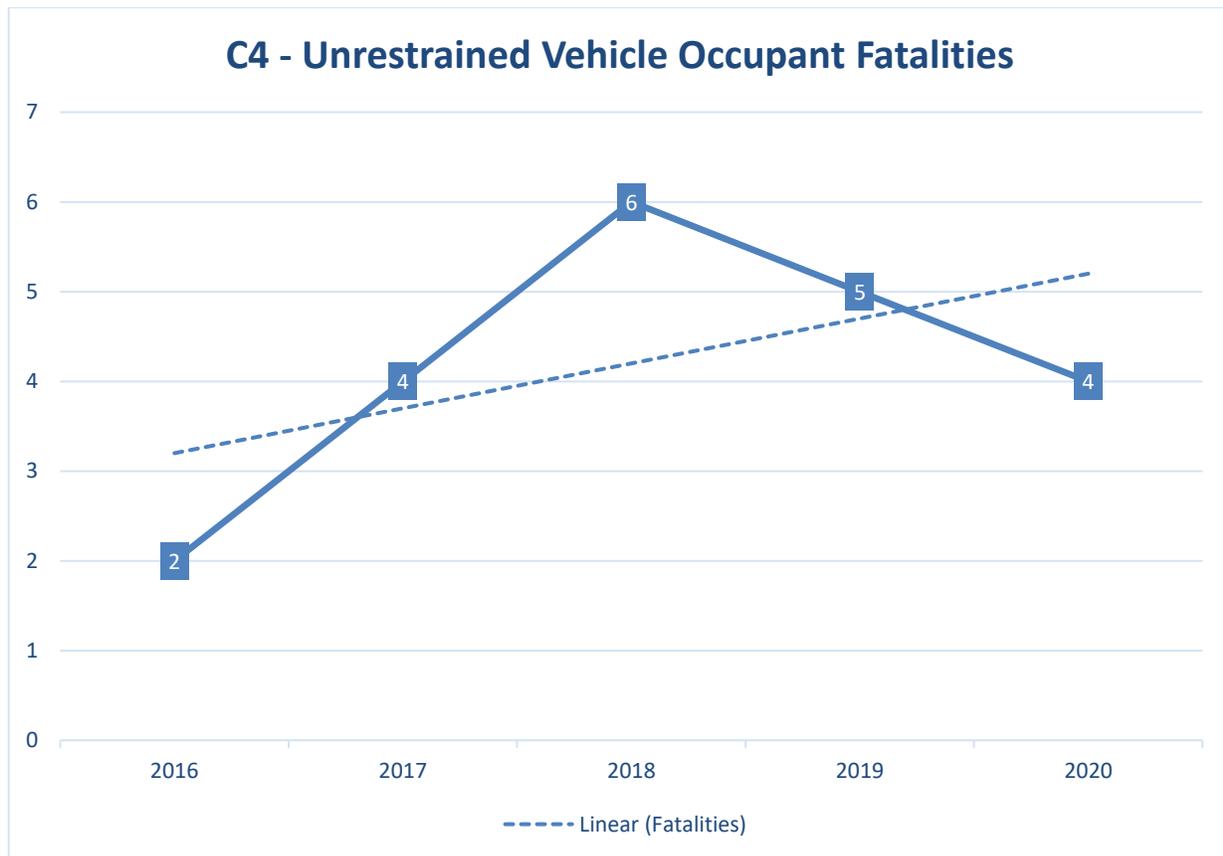
C-4. Number of unrestrained passenger vehicle occupant fatalities. (all seat positions).

Goal: To reduce the number of unrestrained passenger vehicle occupant fatalities to 4 or below for the Territory.

Number of unrestrained passenger vehicle occupant fatalities in Fiscal Year 2020: 4

Status: This performance measure for fiscal year 2020 was met.

Future HSP Adjustments: Continued public educational outreach, enforcement and specialized training geared towards sustaining this positive trend.



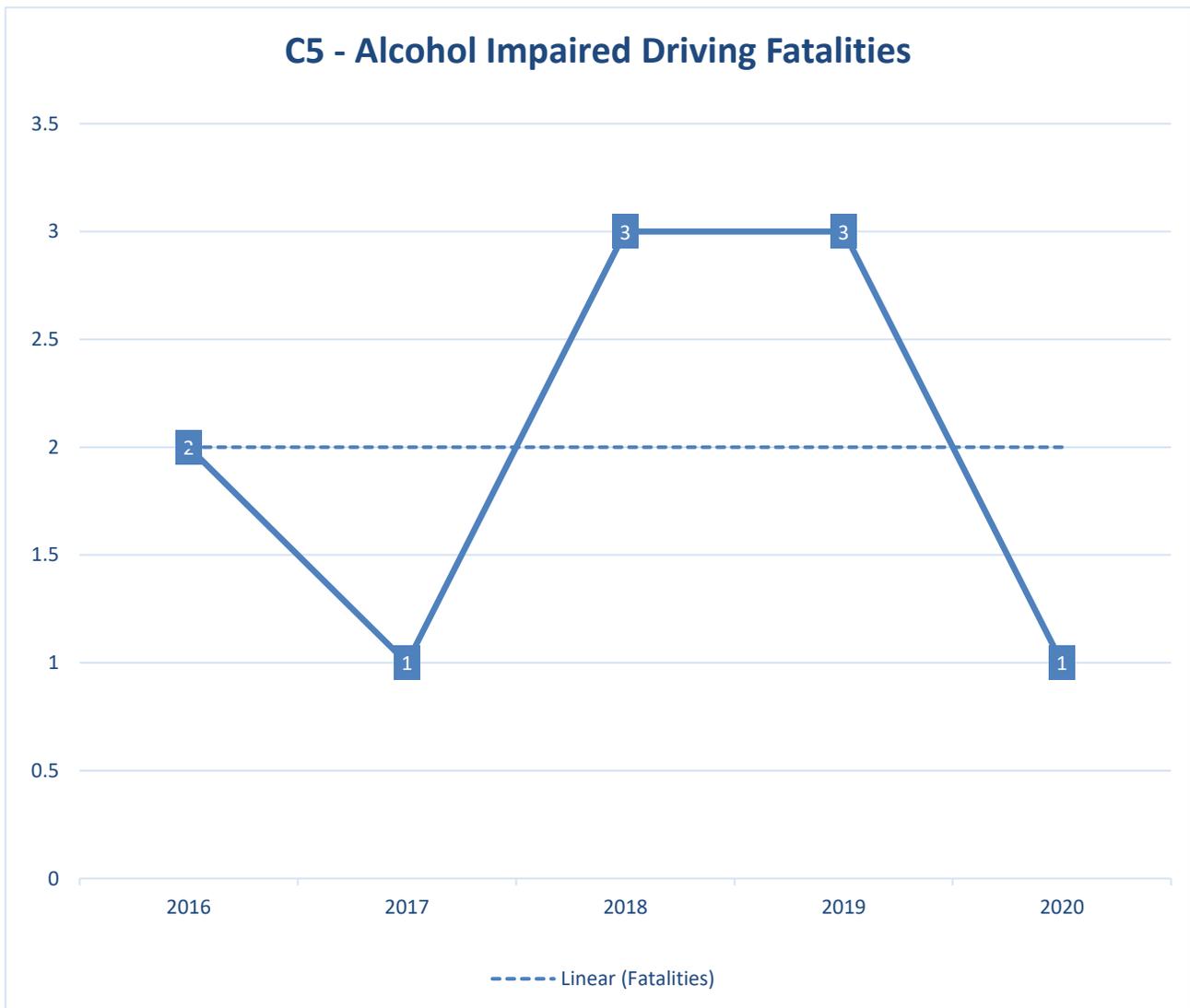
C-5. Number of alcohol impaired fatalities

Goal: To reduce the number of alcohol impaired fatalities to 1 or below for the Territory.

Number of alcohol impaired fatalities in fiscal year 2020: 1

Status: This performance measure for fiscal year 2020 was met.

Future HSP Adjustments: Continued public educational outreach, enforcement and specialized training geared towards sustaining this positive trend.



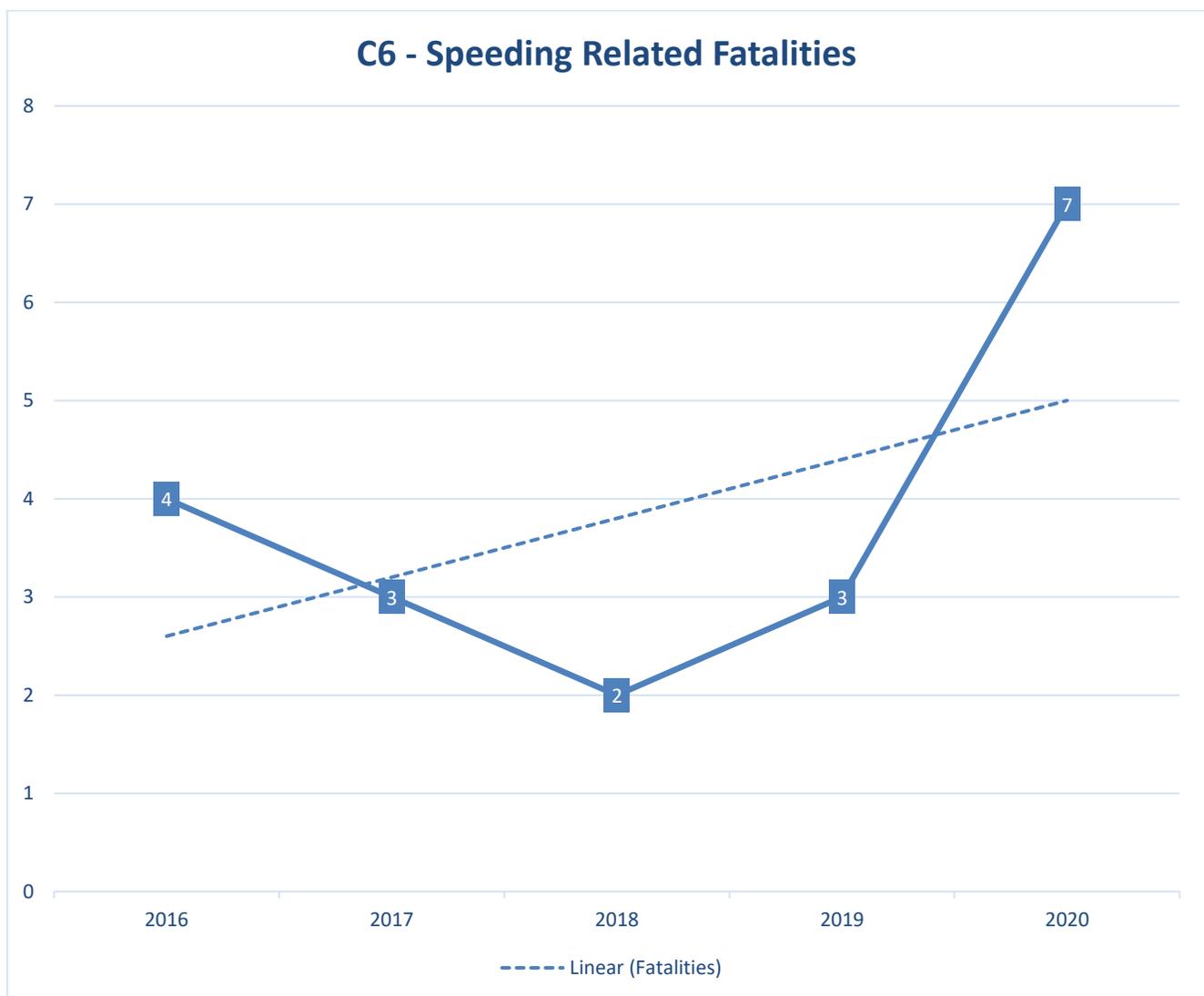
C-6. Number of speeding related fatalities

Goal: To reduce the number of speeding fatalities to 2 or below for the Territory.

Number of speeding fatalities in fiscal year 2020: 7

Status: This performance measure for fiscal year 2020 was not met.

Future HSP Adjustments: Additional focus will be placed on enforcement efforts at high incident checkpoints, increased public educational outreach, and more varied high visibility mobilizations.



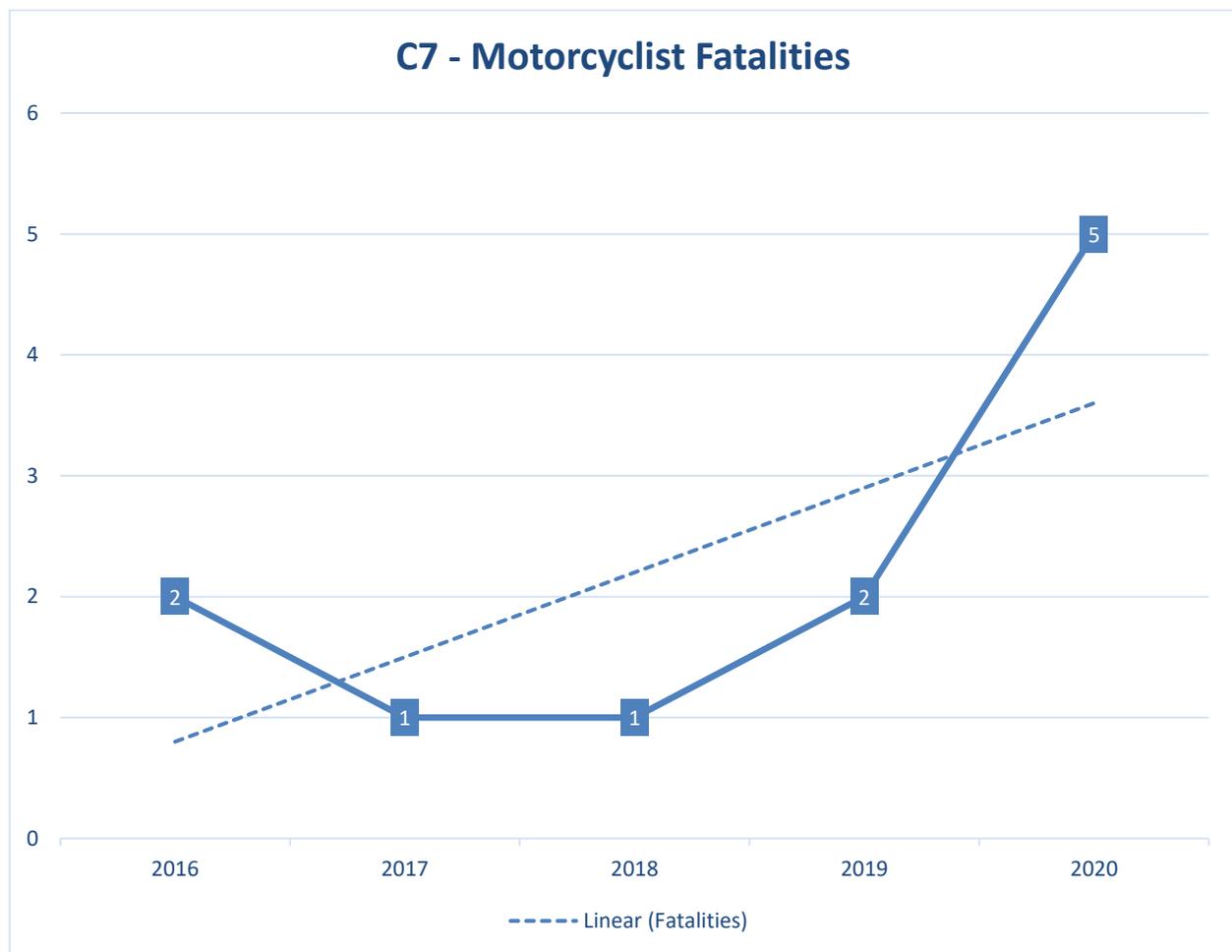
C-7. Number of motorcyclist fatalities.

Goal: To reduce the number of motorcyclist fatalities to 2 for the Territory.

Number of motorcyclist fatalities in fiscal year 2020: 5

Status: This performance measure for fiscal year 2020 was not met.

Future HSP Adjustments: Public educational outreach will be increased to spread the awareness about the increased motorcyclist fatalities in the Territory. Also, in response to the National Transportation Safety Board (NTSB) recommendation to amend laws regarding the wearing of the appropriate head gear – NTSB H-07-40, the VIOHS must work with the GR, the Governor and current Senate body to produce improved current laws and the recommendations provided.



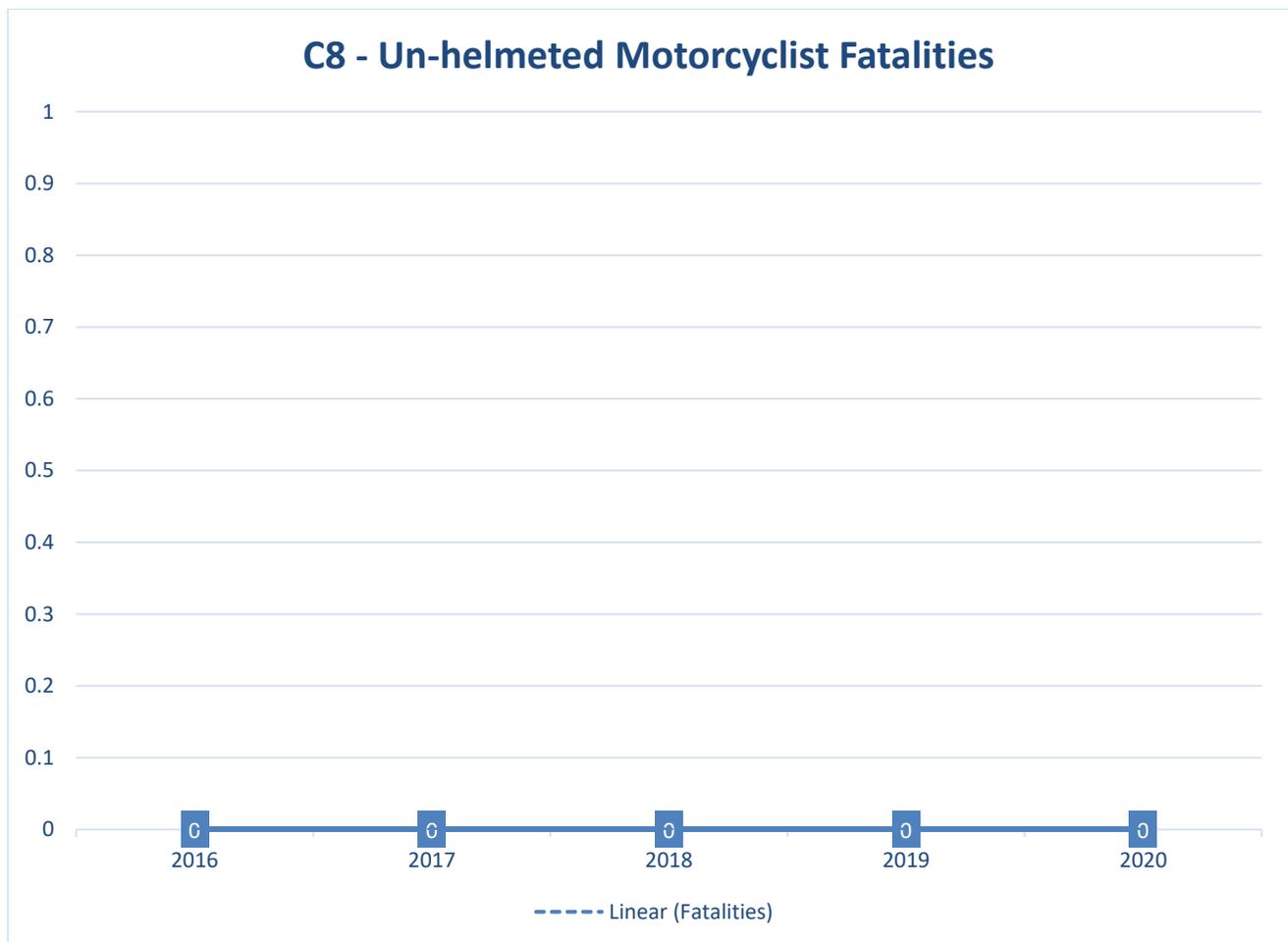
C-8. Number of un-helmeted motorcyclist fatalities

Goal: To reduce the number of un-helmeted motorcyclist fatalities to 0 for the Territory.

Number of un-helmeted motorcyclist fatalities in fiscal year 2020: 0

Status: This performance measure for fiscal year 2020 was met.

Future HSP Adjustments: Continued public educational outreach efforts to maintain this positive trend. Also, in response to the National Transportation Safety Board (NTSB) recommendation to amend laws regarding the wearing of the appropriate head gear – NTSB H-07-40, the VIOHS must work with the GR, the Governor and current Senate body to produce improved current laws and the recommendations provided.



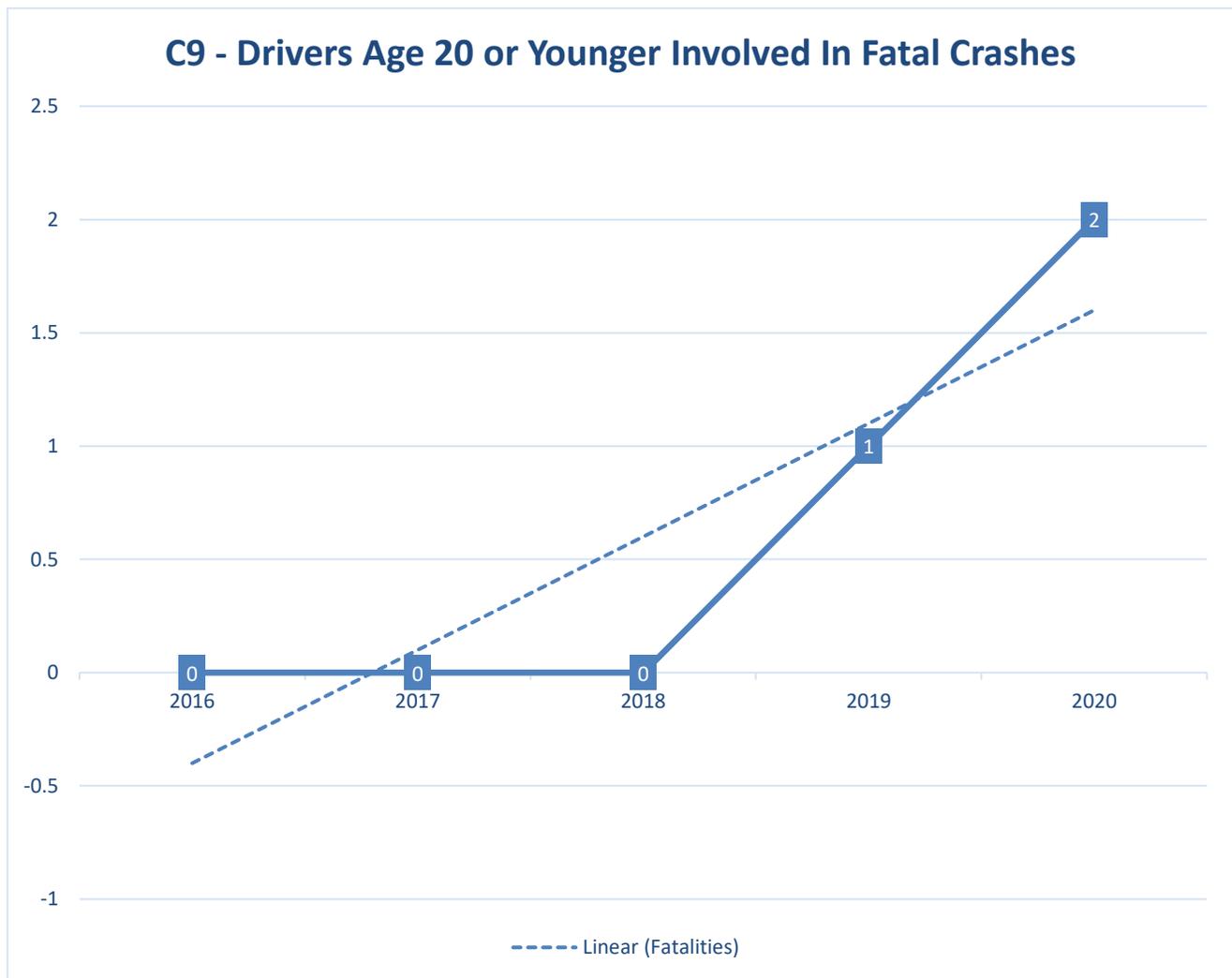
C-9. Number of drivers age 20 or younger involved in fatal crashes.

Goal: To reduce the number of driver age 20 or younger involved in fatal crashes to 0 for the Territory.

Number of drivers 20 or younger involved in fatal crashes in fiscal year 2020:
2

Status: This performance measure for fiscal year 2020 was not met.

Future HSP Adjustments: Improved collaborations between the Impaired Driving and Occupant Protection Coordinators to extend public education outreach and provide safer driving practices training for young drivers.



C-10. Number of pedestrian fatalities.

Goal: To reduce the number of pedestrian fatalities to 1 or below for the Territory.

Number of pedestrian fatalities in fiscal year 2020: 3

Status: This performance measure for fiscal year 2020 was not met.

Future HSP Adjustments: Enhanced focus on establishing partnerships with pedestrian and bicycle safety interest groups that aims to implement effective countermeasures.



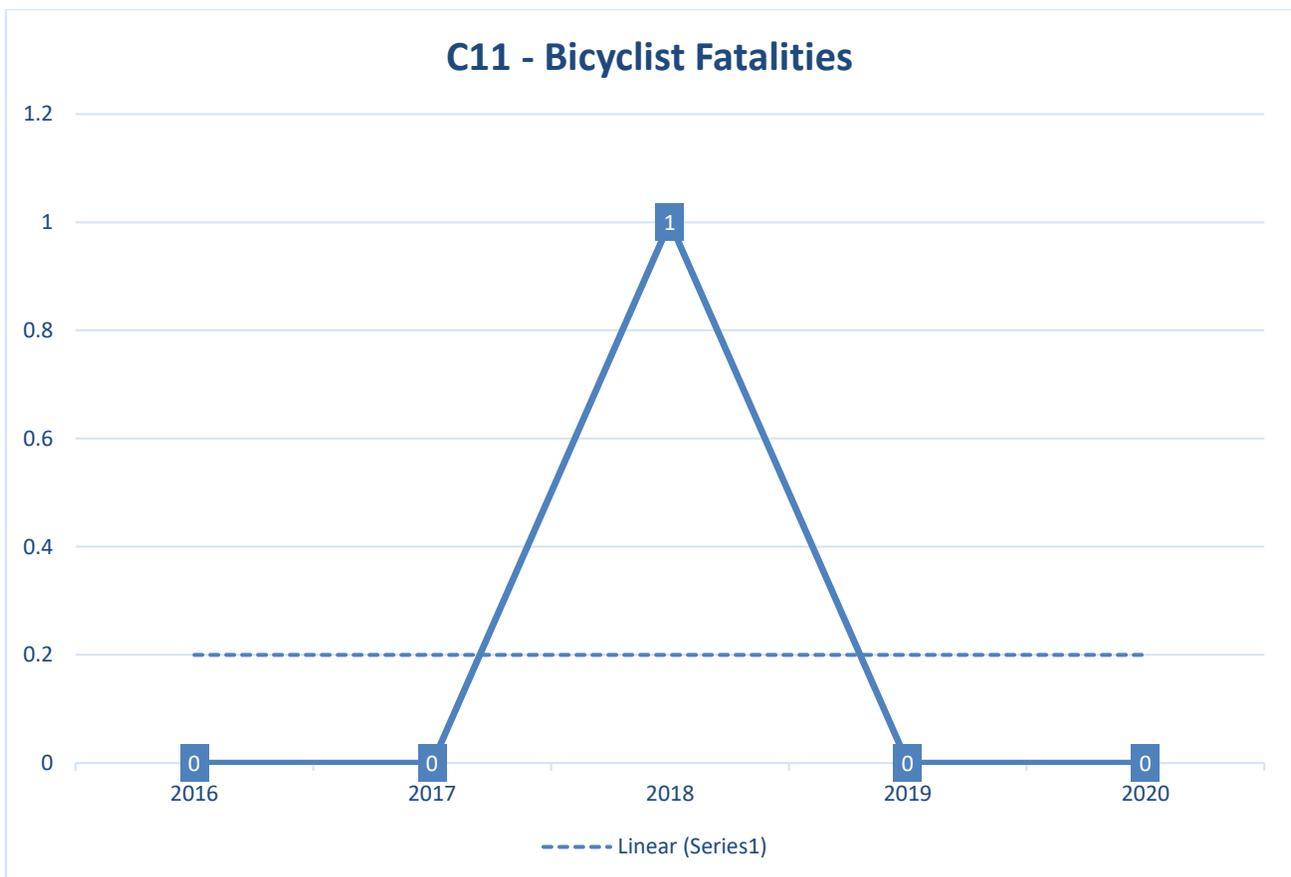
C-11. Number of bicyclist fatalities.

Goal: To reduce the number of bicyclist fatalities to 0 for the Territory.

Number of bicyclist fatalities in fiscal year 2020: 0

Status: This performance measure for fiscal year 2020 was met.

Future HSP Adjustments: Enhanced focus on establishing partnerships with pedestrian and bicycle safety interest groups that aims to implement effective countermeasures.



Project Contributions to Meeting Highway Safety Targets

Awarded: \$360,275.19

Expended: \$287,997.71

\$402

Planning and Administration

In fiscal year 2020, the Planning and Administration project funded under VIOHS administered funded initiatives from sections 402, 405b, and 405c.

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



Objectives

- To provide leadership and resources for the development and implementation of the traffic safety programs during Fiscal Year 2020.
- To attend trainings, conferences, and webinars during Fiscal Year 2020 that would enhance the overall job performance of the VIOHS as stipulated by the National Highway Traffic Safety Administration (NHTSA).
- To publicize all local and national grant funded and non-grant funded enforcement initiatives.
- To prepare financial vouchers, the FY 2021 Highway Safety Plan (HSP) and FY 2020 Annual Report before the designated due dates.

Results

Staffing: The VIOHS was able to augment its NHTSA staff in FY2020 by the addition of the Compliance Officer, the PTS Program Coordinator/Law Enforcement Liaison and finalize the hiring of the Planner/Occupant Protection Coordinator position. This ensured that the VIOHS would be fully staffed to fulfill the mandates of the programs for which the office received federal funding from NHTSA.

Enforcement Initiatives: During FY2020, the VIOHS was able to facilitate enforcement initiatives for the Impaired Driving and the Occupant Protection programs through its sub-recipient VIPD. After the challenges of the past three fiscal years, Sgt. Arthur Joseph was identified as a VIPD officer dedicated to overseeing the projects; the results were a promising beginning to continued and increased progress for federally funded initiatives in the Territory, to save lives, and improve traffic safety through visible law enforcement presence.

2019 Management Review & Corrective Action Plans (CAP): NHTSA Region 2 submitted its official report to Governor Bryan, the GR and the VIOHS Director along with the corrective actions needed for the USVI's compliance with mandates in place for the operation of a fully functioning highway safety office. The CAP listed improvements needed in:

- Highway Safety Planning to include viable data to build the plan
- Improved involvement of the GVI agencies that are involved with traffic safety in the USVI.
- Diversity in the allocation of funds to sub-recipients other than VIOHS and VIPD with a minimum of 60% distribution to outside sources
- Improved monitoring of all program projects
- Improved adherence and tracking of equipment as per both local and federal mandates.
- Improved tracking of time for employees paid from approved program projects.
- Adherence to the mandates of the annual scientific observational seat belt survey.
- Preparation and submission of a VIOHS Policy & Procedures manual.

All requested items in the CAP were reviewed and approved by the USVI. During FY2020, the required submissions and adjustments to the items based on the responses were made by Region 2 and USVI as needed.

Diversity in programs sub-recipients: The VIOHS solicited requests for projects proposals from outside agencies, private contractors and non-profit organizations for the Traffic Records and the Media Communications programs. The VIOHS continues to work with potential sub-recipients to ensure that all projects are viable, meets programs requirements, will be easily approved by NHTSA, and will benefit the Territory by promoting improved traffic safety. The solicitation resulted in the selection of a marketing company to manage the media communications for the VIOHS.

2020 Pandemic Impact: The end of the second quarter of FY2020 saw the beginning of the impact of the coronavirus COVID-19 on the VIOHS operations. In March the Executive Orders from Governor Bryan instituted Stay at Home orders. The VIOHS NHTSA teleworked until late August and with the required protocols in place returned to work in office to meet local GVI year-end closing deadlines. The impact was also felt on the training and travel program areas of the approved project. In addition to the no out-of-the-territory travel early mandates, training and conference organizers on the mainland cancelled the events until they could be reorganized virtually or simply postponed until FY2021. As a result, staffers attended trainings, workshops and conferences which were offered virtually during the fiscal year. Unless the travel for trainings and conferences were conducted during the first quarter or early in the second quarter of FY2020, the travel and training budgets for all approved projects remained unexpended due to the pandemic.

Fiscal Year 2021 Corrective Measures

Many of the corrective measures utilized for FY2020 will continue in FY2021 as the VIOHS aims to reestablish its purpose and functionality. Many measures were interrupted by the pandemic and are therefore still applicable for FY2021.

- 1)** The success of the enforcement efforts have proven that the LEL position is critical to the VIOHS operations. The development and use of approved enforcement plans, facilitation of planned trainings (lidar/radar and At Scene) and workshops to increase positive output will continue to maintain the enforcement aspect of VIOHS activities. The Police Traffic Services Program Area will ensure a structured approach towards accomplishing program objectives.
- 2)** The FY2019 MR highlighted the need to have policies in place to guide all staff and to ensure the awarding federal agencies of the territory's commitment to be good fiduciary agents of the awarded funds. As part of the Corrective Action Plans of the MR, the P&A will began producing an updated set of policy guidelines in fiscal year 2020. The manual is on scheduled to be completed and presented to Region 2 by the promised deadline of December 2020.
- 3)** To increase effectiveness of the VIOHS, a cross cultural approach towards problem identification, management and monitoring has been implemented. As a result, the program now has Highway Safety Coordinators who work together to accomplish VIOHS' objectives.
- 4)** To ensure efficient use of resources, internal control measures such as creating and being held accountable for achieving the deliverables in monthly action plans among the staff will continue. The coordinators will work jointly to be responsible for planning/scheduling outreach efforts territory wide and creating alliances with other GVI and outside agencies.
- 5)** To build the HSP based on data from the six core agencies relative to traffic safety, the VIOHS will continue to work within the HSP mandates of working with those agencies to obtain sub-recipient projects aimed at improving the interface and interconnectivity of the systems being used and proposed, and the data produced from the agencies
- 6)** It is the intention of the VIOHS to diversify grant offering and activities to include updated new sub-recipient application packages in FY2021. The Compliance Officer will maintain a monthly schedule to ensure effective use of program offerings and the receipt of outcomes which remains in line with highway safety objectives. Additionally, bi-monthly monitoring schedules will be tasked to coordinators to include the facilitation of on-site assessments.

- 7) To maintain a fluidity in structure and approach towards completing projects, the Director and staff will create a timeline which incorporates checks and balances of such external sources as the fiscal division of the VIPD, the Office of Budget and Management (OMB), the Department of Property and Procurement (P&P), and the Department of Finance (DOF) which provides a cursory review of all fiscal matters. By utilizing a standard timeline, the onus of accounting for the timely approval process for VIOHS projects and the processing of vouchers will be shared by both VIOHS staff as well as our external GVI partners.
- 8) Efforts to expand program offerings territory-wide will continue. The search for office space continues in the St. Thomas/St. John district. In the St. Croix district, the reconfiguration of the office space was developed, but was delayed. A revised plan will be developed and planned for completion in FY2021. It will include a designated office space for the Director, a conference area, and the creation of a second ADA compliant restroom.
- 9) The identification of a marketing contractor will facilitate the needed community outreach activities and enforcement to increase initiatives to increase traffic safety awareness, reduce crashes and injuries and gather data from focus groups and surveys to better assist the VIOHS in planning outreach activities. The VIOHS will embark on a strategic approach to disseminate Traffic Safety communications. Current trends indicate an increase in various crash categories. To address these increasing trends, a Mass Media Campaign will continue to be implemented in FY 2021. A mix-market approach is being utilized to attract the attention of a multi- segmented market. The Virgin Islands comprises three islands with various nationalities and individuals from numerous regions of the world; therefore, diversity marketing strategies are being deployed to capture and relay traffic safety messages.
- 10) The update of the Territory's crash data system shortcomings, identified by a FY2017 assessment of the traffic records system, recommended the implementation of a new traffic records system which was planned to commence in fiscal year 2020. However, the COVID-19 impact on all areas of the project caused uncontrollable delays. In FY2021 the final phase of the multi-year project will be reviewed by Region 2 for completion including the contractual obligation of approximately \$434,000.00 for the TraCS software licenses and the multi-year maintenance service agreements for the implementation of the e-citation system.
- 11) To ensure staff development, all approved training will be encouraged, and coordinators will be held accountable through mid-year evaluations.

Impaired Driving Program Management – USVI

Awarded: \$105,048.62

Expended: \$85,436.25

\$402

The Impaired Driving Program was implemented to disseminate information and educate the public about the dangers of impaired driving by initiating a change of impaired driving behaviors in the Territory. The position serves as the single state-wide resource responsible for managing grant rewards under the Impaired Driving program area. The program area is responsible for implementing initiatives on alcohol and drug impairments, fatigued, and distracted driving. Responsibilities include expanding community-based sub-grantees, long and short-term program planning, grant, and budget development with oversight. The program's intervention capabilities are communicated through local media, press conferences, public service announcements (PSAs), and two (2) national enforcement initiatives and activities.

Objectives

- ❖ Conduct outreach activities and provide a detailed, written report of each on-site monitoring activity to the Director at the end of each visit during Fiscal Year 2020.
- ❖ To support and enhance capacity building in efforts to expand the Impaired Driving Program.
- ❖ To attend training, conferences, and webinars during the Fiscal Year 2020 that would enhance the overall job performance of the VIOHS as stipulated by the National Highway Traffic Safety Administration (NHTSA).
- ❖ To publicize all local and national grant-funded and non-grant funded enforcement initiatives.
- ❖ Prevent underage, elder drinking, and educate youth and the public on the dangers of drinking and driving.
- ❖ Reviewed Impaired Driving program data monthly to ensure that enforcement activities and sub-grantee objectives are data-driven to encourage possible program expansion.

Results

The Impaired Driving Program Management grant achieved a portion of its goals during the Fiscal Year 2020. However, due to changes resulting from the novel coronavirus COVID-19 worldwide pandemic, the Program Coordinator was restricted from attending out of the Territory training to effectively manage the program and conduct planned outreach throughout the community. Instead, the option of attending virtual trainings and conferences was utilized.

Educational pamphlets that promote the deterrence of Driving Under the Influence (DUI) related behaviors were disseminated during each outreach activity. The program planned to provide outreach to combat underage and elder drinking and educate youth and the public on the dangers of drinking and driving.

Outreach Activities

October - November 2019 - The Impaired Driving Coordinator met with the VIOHS Director and VIPD Police Operations personnel to address working together to execute the FY 2020 enforcement initiatives in both districts and provide any technical assistance needed to have a successful project implementation. Disseminated two (2) public service announcements, November 14, 2019, "National Seat Belt Day and November 27-December 1st- "Buzzed Driving is Drunk Driving while completing the FY 2019 Annual Report.

December 2019 - January 2020 - The Crucian Christmas Festival (St. Croix) season is a time where alcoholic beverages are consumed during celebrations. The Impaired Driving Coordinator, with the assistance of Bates Trucking Company and Pelle S. Towing, organized a DUI Awareness Initiative outreach throughout the Christmas season to New Year. As motorists traverse to the Crucian Christmas Festival areas and the central festival "village" via the main entry point on Melvin H. Evans Highway in the vicinity of Emancipation Drive, a heavy traffic area, displayed the consequences of driving impaired message from VIOHS "Drunk Driving Over the Limit. Under Arrest". The initiative's purpose was to inform motorists to pay attention to the roadways as they head to various events during the festival season. The crash vehicle demonstrated real-life consequences of Impaired Driving. A "Drive Merry, Bright, and Sober This Holiday Season" PSA was also developed for the festival season.



February 2020 - The Impaired Driving Coordinator, Director, Traffic Analyst, Compliance Officer, and Motor Carrier Inspectors conducted outreach at the **49th Agriculture and Food Fair at Estate Lower Love Fairground, St. Croix**. This year, VIOHS showcased the Simulated Impaired DrivIng Experience (SIDNE) with the fatal vision goggles. A course was outlined to demonstrate the difference between non-impaired and impaired once the participants wore the goggles. The three days were spent educating the public of driving impaired consequences and problematic levels of alcohol consumption. Discussed were the impacts of high alcohol levels which include possible crashes, injuries, impaired judgment, and additional side effects indicated in the educational pamphlets distributed. The Coordinator explained the blood alcohol concentration (BAC) banner which showed pictures of commonly ordered drinks and the and the length of time it will take for BAC levels to reach the legal limit of 0.08% and individuals were further educated on the how much or what it will take to become intoxicated and how long it will take for the alcohol to leave a person's system. The children and adolescents in the community were aware of what happens when one indulges in alcoholic beverages.

March 2020 - The University of the Virgin Islands Year Health Fair, St. Croix. This planned outreach on March 25th, was canceled due to the novel (2019-nCoV). The Health Services Center on the Albert A. Sheen Campus collaborated with numerous community agencies, including VIOHS, to hold an annual health fair that promotes health, wellness, and disease prevention. This year would've been UVI's 20th annual health fair under the theme "***Uvibe Prevention is Better than Cure.***" VIOHS Impaired Driving Program planned to provide obstacle course and tables with games utilizing the Fatal Vision goggles and to distribute impaired driving pamphlets.

April 2020 - Week of the Young Child – This annual planned outreach sponsored by the VI Department of Education and the National Association for the Education of Young Children would have encompassed various GVI, non-profit, and private agencies, but was canceled due to the pandemic.

May – June, 2020 - The National Prevention Week Outreach- This planned outreach activity was a collaboration between the Access to Racial and Cultural Health (ARCH) Institute and the Virgin Islands National Guards (VING) designed to focus on reducing and prevent adolescent underage drinking and substance abuse which result in risky behaviors. This initiative utilizes a peer to peer approach to create positive behaviors change. During this week, the coordinator would visit the elementary, middle, high school (or schools) to conduct outreach to hundreds of students. The students, divided into teams, would visit each section and rotate to other areas to educate on the effects of drugs, alcohol on the brain, distracted driving, and the consequences of making the wrong decision interacting activities. This outreach was not conducted due to the pandemic.

July 2020 - Virgin Islands EZ Driving School Outreach SIDNE – This collaboration between the VIOHS and one of the local driving schools on the island of St. Croix was forged to educate teenagers preparing to join the motoring community on the factors known to influence young drivers' behaviors, in an attempt to prevent injuries and fatalities caused by vehicle crashes. The Simulated Impaired DrivINg Experience (SIDNE) simulator demonstration for EZ Driving School was conducted at the VIOHS St. Croix location parking lot. Following COVID-19 protocols, only drivers aged 16 – 20 were allowed to participate. A total of 13 persons participated. A review of the vehicle's basic safety rules, the course, and the layout occurred before participants climbed into the simulator.

Before the driver sets the vehicle to move forward, the Coordinator ensured that the driver is secured and controlled the simulator from the center of the course outlined in the VIOHS parking lot. When the driver completed the non-impaired course, the vehicle was switched to the impaired mode. The driver then tried to complete the obstacle course without hitting a pedestrian, another motorist, veering off-course or without losing the ability to manage the equipment. At the end of each session, the Coordinator questioned the driver about the experience and the impact of losing control of the equipment. One participant expressed that she has never felt so out of control, and no matter how much she would turn or steer the wheel, the vehicle decided the path, which terrified her.

By the end of the session, each participant was more cognizant, including the instructors, of how dangerous it is to consume alcohol or drugs and then operate a vehicle. The participants attested that they would not encourage anyone who decides to drink alcohol to drive. They would be more cautious about being in a vehicle as a passenger with someone who has consumed alcoholic beverages.

Travel & Trainings

January 2020 - , the Impaired Driving Coordinator traveled to San Antonio, Texas, to attend the NHTSA Highway Safety Grants Management for three days. The course reviewed regulations, problem identification-related projects, countermeasures, project development, review areas of the Highway Safety Plan, planning, implementing, conducting, monitoring, and evaluating highway safety programs. The knowledge and hands-on activities provided the tools to effectively manage highway safety programs and projects while exploring grant funding regulations and allowable/unallowable expenditures. The opportunity to attend and participate in this course provided the essentials to guide and strive in my program area.



May 13, 2020 - Distracted Driving Enforcement Strategies Virtual Live Training-this training provided an outlook of additional ways drivers are distracted outside the phone, food but to know that distracted driving goes beyond the physical aspect. Still, it is also visual, manual, and cognitive. The data in 2018 showed how many people were killed and the estimated number of injured in crashes with inattentive drivers.

May 27, 2020 - Traffic Occupant Protection Strategies Virtual Live Training - This training provided information geared towards seat belt. I learned about child restraint laws and the four steps of child safety restraints. Addressed the issue of non-use of occupant protection equipment and increased seat belts by law enforcement. The education of law enforcement officers regarding the risks and hazards to the motoring public and the profession is a crucial element to creating an understanding of the critical role the use of occupant protection equipment plays in reducing injuries and fatalities in vehicle crashes. As a result, this curriculum was developed to meet those educational requirements.

June 2020 - GHSA 2020 Annual Meeting: Bridging the Gap to Zero Fatalities Webinar Series - Discussed promising strategies for reducing the number of motor vehicle crashes and saving lives on U.S. roadways through a collaborative approach by uniting law enforcement, public education, advocacy, and engineering. The workshops explored engaging issues in safety and offer tactics to address these issues, including alcohol-impaired driving, law enforcement, sub-recipient engagement, vehicle technology, speeding, motorcyclist safety, rural roads, and distracted driving.

July 2020 - USDOT Summit on Pedestrian Safety – Received an overview of the draft USDOT planned actions to address pedestrian safety with comments and discussion from industry representatives. Presenters included U.S. Transportation Secretary Elaine L. Chao, and GHSA Chair Chuck DeWeese. The presentation of the USDOT Pedestrian Safety Action Plan also included presentations from safety stakeholders on the Safe System Approach and its application to pedestrian safety.

August 2020 - Traffic Records Forum & Association of Traffic Safety Information (Virtual) – Inclusive presentation on *Bridging the Data Gap*, as data is the lifeblood of highway safety. The session explored what State Highway Safety Offices (SHSOs) do when data aren't readily available. The GHSA Senior Director of External Engagement Pam Shadel Fischer highlighted two examples of micromobility and the intensification of speeding during the pandemic and explored what data are and aren't available and the impact on states. The panelists shared their insights on how to bridge the data gap. The week virtual webinar reviewed ways to improve traffic records and highway safety data; apply performance goals/measures in traffic records system improvements; implement a model traffic records system; organize and operate a successful traffic records committee. The panelists also recognized the importance of standards and guidelines for traffic records systems with ways to become acquainted with new technologies and ideas; network with a variety of transportation and highway safety professionals, and discover how better data can help save lives.

Fiscal Year 2021 Corrective Measures

The cancellations of the outreach and out of Territory training were due to the impact of the pandemic and will be the guiding factor in FY2021. As the new fiscal year begins, the primary focus will be to increase the outreach virtually and in-person while following the required protocols due to the pandemic. When possible, the out of Territory trainings will be attended.

- 1) The Coordinator will allocate the required percentage of time to the Traffic Records program to support developing a more dependable structural framework to achieve data-driven evidence to promote highway safety compliance through education and awareness and support projects such as enforcement initiatives and outreach to meet NHTSA's mandates of attaining viable sub-recipients.
- 2) The Coordinator will develop a sub-recipient relationship with the Department of Education to develop the SADD program in the Territory.
- 3) The Coordinator will work with the incoming PTS Program Coordinator to ensure the continued development of the VIOHS enforcement initiatives.

Impaired Driving Overtime Enforcement – St. Croix

Awarded: \$183,748.08

Expended: \$88,264.78

\$402

To organize enforcement activities in high crash areas to reduce alcohol-impaired driving incidents. Community engagement will be facilitated through public information announcements, brochures, and radio talk shows. Checkpoints will be used to deter and detect impaired drivers within the St. Croix District. The Virgin Islands Office of Highway Safety (VIOHS) will continue to partner with the Virgin Islands Police Department (VIPD) to conduct Public Service Announcements (PSAs). At the checkpoints, VIPD and the Impaired Driving Coordinator will distribute informational material, which will educate the motoring public about impaired driving.

Objectives

- ☞ To reduce the number of impaired driving crashes by 14% from 36 in FY 2019 to 31 in FY 2020.
- ☞ To reduce impaired driving injury crashes by twenty-nine percent (29%) in our community from seven (7) to five (5) injuries.
- ☞ To increase the amount of participation in community events by 50% from six (6) to nine (9) with public information announcements, brochures, and radio talk shows.

Results

The St. Croix Impaired Driving Enforcement project proposed to conduct 32 days of initiatives in conjunction with NHTSA’s national mobilizations from June 19th to September 21st. Due to conflicts caused by an uptick in homicides on the island and the directed focus on those activities, the mobilization did not commence until July 3rd. The VIPD successfully completed 36 checkpoints which yielded 1,504 hours worked and the following citations.

Infraction	Total Citations
Seatbelt	21
Child Safety Seats	1
Tint	23
Registration	97
Insurance	65
Driver License	42
Other Citations	32
Total Interventions	1,405
Total Arrests	9
Total DUI Arrests	7
Total Citations	281

The results of the approved enforcement activities conducted were better than anticipated. The checkpoints were designed to curb and decrease the total amount of alcohol-related crashes from thirty-six (36) to thirty-one (31). Instead, there was a 47.22% decrease from 36 to 19 impaired driving-related collisions in the Fiscal Year 2020 in St. Croix district. The other objective was to facilitate community engagement through public awareness, brochures, radio talk shows, and community event participation. The officers were able to distribute a total of 570 brochures with information on impaired driving. The distribution included - *A Crime, Impaired Driving - Drunk, Drugged, Drowsy... Dangerous! Impaired Driving - It's Not Worth The Risk; and Alcohol, Other Drugs & Driving - A Deadly Combination!* The VIPD Public Information Office publicized the enforcement initiative territorially using the following radio stations WSTX FM, WTJX FM, JKC Stations, WAXJ FM. The reaction from the community on social media indicated satisfaction that the officers were conducting the required enforcement to protect everyone.

The initiatives were successful due to the assignment of Sgt. Arthur Joseph of the VIPD St. Croix Traffic Bureau to the projects and his commitment to follow thorough with the project mandates. The VIOHS was appreciative of Sgt. Joseph's assistance during FY2020.



VIPD Sgt. Arthur Joseph & Impaired Driving Coordination K'Tonya Petrus

Fiscal Year 2021 Corrective Measures

Although the initiatives were not conducted until the last quarter of the fiscal year because of the pandemic, increased homicide activities, and the manpower shortage, they were successful in deterring impaired drivers and providing the needed visibility. These initiatives must be maintained in FY2021 through the following:

- ☞ The LEL will work with the law enforcement agencies to complete project preparation and submission with the VIOHS staff's assistance upon receipt of the operational plan to ensure project development for an expeditious evaluation and approval from NHTSA's Region 2 Office.
- ☞ The enforcement initiatives were facilitated by the GR assigning a dedicated Traffic Bureau Sergeant to the VIOHS to lead the initiatives. This has proven effective and should be continued in FY2021.
- ☞ Officer shortage is always an issue; to augment the deficit, the VIOHS will work closely with law enforcement agencies other than VIPD to maximize enforcement efforts.
- ☞ To ensure a more efficient payment processing from initiative to overtime justification reporting to actual payment for hours of service worked.

Impaired Driving Overtime Enforcement – St. Thomas/St. John

Awarded: \$46,420.41 Expended: \$3,263.66 \$402

To organize enforcement activities in high crash areas to reduce alcohol-impaired driving incidents. Community engagement will be facilitated through public information announcements, brochures, and radio talk shows. Checkpoints will be used to deter and detect impaired drivers within the St. Thomas/St. John District. The Virgin Islands Office of Highway Safety (VIOHS) will continue to partner with the Virgin Islands Police Department (VIPD) to conduct Public Service Announcements (PSAs). At the checkpoints, VIPD and the Impaired Driving Coordinator will distribute informational material, which will educate the motoring public about impaired driving.

Objectives

- ☞ To conduct 85% of our enforcement at high crash locations at high crash times, decreasing crashes caused by drivers who are driving while impaired.
- ☞ To reduce impaired driving crashes by 23% in our community from 13 to 10.
- ☞ To reduce the number of injuries related to impaired driving when compared to 2019; or maintain the level reached in 2019.
- ☞ To increase the amount of collaboration details with law enforcement agencies and increase the amount of press releases, radio talk shows, and brochures by 75% from 6 to 11.

Results

The St. Thomas/St. John Impaired Driving Enforcement grant project proposed to conduct 16 days of initiatives in conjunction with NHTSA’s national mobilizations from July 02nd to September 26th. Nevertheless, the mobilization only yielded two mobilization days September 4th & 5th since Captain Jarvis experienced challenges with getting officers to participate in the enforcement initiatives due to the unavailability of officers. The Impaired Driving Overtime Enforcement initiatives yielded 33 hours and the following citations:

Infraction	Total Citations
Insurance	8
Driver License	4
Other Citations	1
Total Interventions	177
Total Arrests	0
Total Citations	13

Fiscal Year 2021 Corrective Measures

The initiatives were not conducted until the last quarter of the fiscal year due to the novel coronavirus (19-nCoV) pandemic and lack of officer participation. Therefore, efforts were unsuccessful in deterring impaired drivers in the motoring public. It is essential for the improvement of the following areas addressed below:

- ☞ To work more closely with the St. Thomas/St. John Traffic Commander and officers to ensure a clearer understanding of the reporting process needed with federally funded enforcement initiatives.
- ☞ The LEL will work with the law enforcement agencies to complete project preparation and submission with the VIOHS staff's assistance upon receipt of the operational plan to ensure project development for an expeditious evaluation and approval from NHTSA's Region 2 Office.
- ☞ The enforcement initiatives were facilitated by the GR assigning a dedicated Traffic Bureau Sergeant to the VIOHS to lead the initiatives. This has proven effective and should be continued in FY2021.
- ☞ Officer shortage is always an issue, to augment the deficit, the VIOHS will work closely with law enforcement agencies other than VIPD to maximize enforcement efforts.
- ☞ Ensure a more efficient payment processing from initiative to overtime justification reporting to actual payment for hours of service worked.



Impaired Driving Enforcement on St. Croix

Occupant Protection Management, USVI

Awarded: \$132,109.00

Expended: \$9,130.10

\$402

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



Objectives

- 1) To rebuild the occupant protection program throughout the USVI by becoming acquainted with the program purpose/objectives through workshops and off-island training.
- 2) To develop the fiscal year activities plan and implementation schedule by coordinating a minimum of ten (10) outreach activities, facilitating CPS training and clinics, and Child Safety Week activities.
- 3) To formulate and present of a territory-wide mobilization plan for Occupant Protection and increase seat belt usage through enforcement activities.
- 4) To develop an activity plan for nationally recognized program mobilizations
- 5) To solicit sub-grantees and creation of new community-based partnerships.

Results

During the Fiscal 2020, there was minimal activity in Occupant Protection as the Planner/Coordinator position was not filled until the end of the fiscal year and the selected candidate would not be onboarded until October. However, several PSA were issued during the year.

Fiscal Year 2021 Corrective Measures

- 1)** The new Coordinator will be charged with re-establishing the program in the territory by soliciting sub-recipients and creating new community and business partners.
- 2)** Recruiting newly certified technicians and other community members who attend our presentations and thereby creating a larger number of technicians to assist with the distribution and the correct installation of car seats.
- 3)** Coordinated planning of activities for educational outreach, and CPS clinics
- 4)** Creating PSA and doing radio spots in conjunction with the VIPD PIO to promote seatbelt safety in the USVI.
- 5)** Collaborating with the VIOHS LEL to ensure the enforcement initiatives and reporting mandates are accomplished
- 6)** Collaborating with the selected media communications contractor to ensure that the Occupant Protection message is disseminated.

Occupant Protection Enforcement – St. Croix

Awarded: \$59,892.76

Expended: \$38,927.93

\$402

The incorporation of active and targeted initiatives promoting customized efforts of traffic law enforcements, specified by location, and supported adjudication, is essential to the effective promotion of adhering to traffic laws. The Virgin Islands Office of Highway Safety (VIOHS) will support highly publicized and highly visible initiatives enforcing practical, sound and broadly accepted laws to include traffic enforcement of penalty types/enforcements for speeding, distracted driving, and seat belt use.

Objectives

- ☞ To conduct at least 85% of our enforcement at high crash locations at high crash times, decreasing crashes caused by drivers who unrestrained.
- ☞ To reduce the number of unbelted crashes in our community by 20% from 75 in FY 2019 to 60 in FY 2020.
- ☞ To reduce unbelted fatalities by 25% from 5 in FY 2019 to 4 in FY 2020.
- ☞ To increase the amount of participation in community events by 50% from three (3) to five (5) with Public Information Announcements (PSAs), and radio talk shows.

Results

The enforcement plan of two initiatives along high crashed locations was scheduled to occur throughout the fiscal year. Efforts consisted of a rotating schedule comprised of twenty-one (21) days of planned enforcement initiatives, four (4) hours each with a minimum of eight officers per initiative along high crashed corridors. The plan also included educational outreach in conjunction with the VIOHS. The enforcement initiatives yielded 603 hours and the following citations:

Infraction	Total Citations
Seatbelt	287
Child Safety Seats	9
Tint	73
Registration	375
Insurance	137
Cell Phone	4
Stop Sign	4
Driver License	60
Other Citations	39
Total Interventions	0
Total Citations	988

FY 2021 Corrective Measures

Although the initiatives were not conducted until the last quarter of the fiscal year due to the impact of the novel coronavirus (19-nCoV) pandemic and manpower challenges; it was successful in deterring drivers who were operating their vehicles without adhering to the Territory's seat belt laws. There is also a need within the VIPD to have the Traffic Bureaus in each island district operate in the same manner to provide consistency and uniformity with Police Operations.

- ☞ The VIOHS will work more closely with the Traffic Commanders and officers to ensure a clearer understanding of the reporting process needed with federally funded enforcement initiatives.
- ☞ The LEL will work with the law enforcement agencies to complete project preparation and submission with the VIOHS staff's assistance upon receipt of the operational plan to ensure project development for an expeditious evaluation and approval from NHTSA's Region 2 Office.
- ☞ The enforcement initiatives were facilitated by the GR assigning of a dedicated Traffic Bureau Sergeant to the VIOHS to lead the initiatives. This has proven effective and should be continued in FY2021.
- ☞ Officer shortage is always an issue; to augment the deficit, the VIOHS will work closely with law enforcement agencies other than VIPD to maximize enforcement efforts.
- ☞ To ensure a more efficient payment processing from initiative to overtime justification reporting to actual payment for hours of service worked.



VIPD Occupant Protection Enforcement Officer preparing to cite a driver

Occupant Protection Enforcement–St. Thomas/St. John

Awarded: \$85,561.08

Expended: \$16,016.03

\$402

The incorporation of active and targeted initiatives efforts of law enforcement is specified by location, and time of day is essential to effective promotion of adhering to traffic laws. The Virgin Islands Office of Highway Safety (VIOHS) will support highly visible initiatives to capture data including traffic enforcement penalties for speeding, distracted driving, and seat belt use. An approach to reduce the number of unbelted crashes in our community by 5% from 107 in FY 2019 to 102 in FY 2020.

Objectives

- ☞ To conduct at least 85% of all enforcement at high crash locations during high crash times.
- ☞ To reduce the number of unbelted crashes in our community by 5% from 107 in FY 2019 to 102 in FY 2020.
- ☞ To reduce unbelted fatalities by 4 or less in the district.
- ☞ To increase the amount of media coverage by 50% with Public Information Announcements (PSAs), and radio talk shows.

Results

The St. Thomas/St. John Occupant Protection Enforcement plan included thirty (30) days, four (4) hours per day between 4 pm to 8 pm of planned initiatives on roadways identified in high crash locations. The enforcement initiatives yielded 204 hours and the following citations:

Infraction	Total Citations
Seatbelt	236
Child Safety Seats	4
Tint	419
Registration	88
Insurance	63
Cell Phone	10
Stop Sign	2
Driver License	48
Other Citations	24
Total Interventions	0
Total Citations	894

Fiscal Year 2021 Corrective Measures

The initiatives were not conducted until the last quarter of the fiscal year despite the novel coronavirus (19-nCoV) pandemic and lack of participation. It is essential for the improvement of the following areas addressed below:

- ☞ The VIOHS will work more closely with the Traffic Commanders and officers to ensure a clearer understanding of the reporting process needed with federally funded enforcement initiatives.
- ☞ The LEL will work with the law enforcement agencies to complete project preparation and submission with the VIOHS staff's assistance upon receipt of the operational plan to ensure project development for an expeditious evaluation and approval from NHTSA's Region 2 Office.
- ☞ The enforcement initiatives were facilitated by the GR assigning a dedicated Traffic Bureau Sergeant to the VIOHS to lead the initiatives. This has proven effective and should be continued in FY2021.
- ☞ Officer shortage is always an issue; to augment the deficit, the VIOHS will work closely with law enforcement agencies other than VIPD to maximize enforcement efforts.
- ☞ To ensure a more efficient payment processing from initiative to overtime justification reporting to actual payment for hours of service worked.

Traffic Records Management Project, USVI

Awarded: \$171,531.00 Expended: \$162,782.37 \$402

The Traffic Records Management project is responsible improving and maintaining the efficiency of the traffic records system and the data it collects. This done through a collaborative effort between the agencies that are members of the TRCC. The VI TRCC is composed of agencies representing the interests of traffic safety data collectors, managers, and users. It serves as the medium through which these agencies can communicate and collaborate efforts to improve the TRS and the quality of its data. The TRS is made up of 6 databases – Crash, Driver, Vehicle, Roadway, Citation & Adjudication, and EMS.

Currently, VI TRCC members are:

- ❖ Virgin Islands Police Department (VIPD)
- ❖ Virgin Islands Office of Highway Safety (VIOHS)
- ❖ Virgin Island Department of Health (DOH)
- ❖ Virgin Islands Bureau of Motor Vehicles (BMV)
- ❖ Virgin Islands Department of Public Works (DPW)
- ❖ Virgin Islands Lieutenant Governor’s Office (LGO)
- ❖ Superior Court of the Virgin Islands

With the help of the TRCC, the traffic records Analyst/Coordinator’s goal is to collect, manage, and analyze traffic records data to provide data-driven evidence for countermeasures aimed at promoting traffic safety.

Objectives

- ❖ Re-establish and reauthorize the VI TRCC.
- ❖ Conduct at least 4 meeting throughout the fiscal year.
- ❖ Create the Traffic Records Strategic Plan which outlines the recommendations presented in the fiscal year 2017 assessment.
- ❖ Establish a link with the LGO to facilitate integration with their geographical information system and VIPD’s e-Citation system (TraCS) when implemented.
- ❖ Establish an agreement with the DOH – EMS to facilitate the sharing of EMS data with the VIOHS.

Results

The VIOHS Traffic Records Management Program has garnered some success with accomplishing its goals this fiscal year. The newly hired Program Coordinator had the opportunity to experience the operations of State Highway Safety Office at the Pennsylvania Department of Transportation (PennDOT). The coordinator was also able to attend and participate in most of the approved Transportation Safety Institute's (TSI) trainings throughout the year. These trainings, including both virtual (online) and in-person, consisted of:

- ***Data Driven Highway Safety Planning - Online***
- ***Milestones of Highway Safety Program Development - Online***
- ***Foundations of Highway Safety - Online***
- ***Highway Safety Grants Management - In-Person***
- ***History of Occupant Protection - Online***

In addition, to training mentioned above, the coordinator was able to participate in the PennDOT's Communications Workshop.

The TRCC was successfully re-established after the recruitment of its members by the program coordinator. Its Memorandum of Understanding which authorizes the committee, was signed by the Commissioners of all the executive member agencies. Throughout the year, the TRCC managed to conduct three executive meetings along with several other ad-hoc technical meetings to discuss possible improvements to the Territory's traffic records systems.

The Traffic Records Strategic Plan (TRSP) requires the collaborative effort of the TRCC's members. The plan should consist of a comprehensive analysis of traffic records data to provide data-driven countermeasures for deficiencies within the TRS. Due to the low attendance and participation in the TRCC meetings, the strategic plan was not completed during the fiscal year 2020.

The Traffic Records Program also collaborated with the LGO - GIS Division which yielded the VIOHS first external sub-recipient agreement for the fiscal year. The program also aimed at establishing an agreement for the sharing of EMS data with the VIOHS. The program coordinator and the EMS Data Manager worked together on drafting the subrecipient application. However, due to the direct impact Covid-19 has on the personnel resources of the DOH-EMS, the application could not be completed and submitted in time to allow for a feasible implementation window within the fiscal year. Although, an official agreement between VIOHS and EMS was not formed, the data manager would always assist VIOHS with getting EMS data whenever possible.

Fiscal Year 2021 Corrective Measures

- 1)** Prioritize the development of the Traffic Records System for FY 2021, as mandated by the CAP formulated after the 2019 MR. Therefore, the traffic records program is seeking a Junior Analyst to work along with Traffic Records Analyst. Because the Traffic Records Analyst also has coordinator duties, the Junior Analyst will be providing additional support with collecting, analyzing, and managing traffic records data.
- 2)** Boost attendance and the active participation in TRCC meetings, the Traffic Records Program is looking to recruit a more authoritative figure in the Government of the Virgin Islands to chair the TRCC; preferably a representative from the Governor's Cabinet.
- 3)** Provide highway safety grants writing and management training to potential traffic records sub-recipients.
- 4)** Utilize traffic records resources at NHTSA and GHSA to aid with the development of viable Traffic Records Strategic Plan.
- 5)** Develop a traffic safety data reference guide for VIOHS and public use.

Electronic Citation Ticketing System Project, USVI

Awarded: \$1,434,364.00 Expended: \$311,188.64

§FAST Act 402; MAP21 405c

The implementation of an electronic crash and citation system (Traffic and Criminal Software (TraCS)) which utilizes handheld devices to gather and disseminate crash and citation data electronically will increase the data quality in timeliness, accuracy, uniformity and completeness. Utilizing a handheld device as a notation tool will decrease errors, as collected data is immediately reviewed by the system and made readily available for planning, reporting and data analysis. Improving the crash and citation data will result in more efficient data analyses which will aid with the development of effective traffic safety improvements as it relates to the roadways, enforcement activities and community outreach campaigns aimed at saving lives in the Territory.

Utilization of TraCS will allow for data integration and seamless sharing across the following agencies within the Government of the Virgin Islands (GVI): VIPD, DOH, Superior Court of the Virgin Islands, LGO, BMV and DOJ. An improvement of data quality to better support the analyses of crash reports and improve the coordination and usability of data for planning, resource allocation and policy decisions throughout the U.S. Virgin Islands.

Objectives

- ❖ To purchase and implement a user-friendly e-Citation software for immediate use territory-wide
- ❖ To train law enforcement officers of the Virgin Islands Police Department to effectively utilize the software as a data collection and reporting tool
- ❖ To provide to VIOHS, government agencies, and the community timely and accurate access to current and complete traffic data.

Results

During the fiscal year, additional equipment required for the project was procured, and the funding for the software license was obligated. At the close of FY2020, the multi-year project had expended \$711,525.40 and obligated \$408,400.00. The obligation represents the licenses and maintenance agreement with IowaDOT for the Traffic and Criminal Software (TraCS). The software will allow law enforcement officers of the USVI to complete uniform traffic citations, uniform crash reports and commercial vehicle inspections. Due to the impacts of COVID-19, the development of the Memorandum of Understanding between GVI and IowaDOT has been delayed.

Fiscal Year	Expenditure	Obligation
2018	\$ -	\$ 426,670.00
2019	\$ 427,057.00	\$ -
2020	\$ 311,188.64	\$ 408,400.00
	\$ 738,245.64	\$ 408,400.00

Fiscal Year 2021 Corrective Measures

The final phase of the project will be added to the FY2021 HSP. Enhanced monitoring of this critical project is needed and will continue throughout the project's completion. Successful completion of the project will be based on:

- The execution of the Memorandum of Agreement between the GVI and IowaDOT for the VIPD's use of the TraCS software during the first half of FY2021.
- Installation of the TraCS software as per the timeline in the executed contract
- Phased training for the law enforcement and other GVI users on the operations of the software.
- Development of performance measures to analyze and identify deficiencies within the software.
- Exploration and development of the interface capabilities with external traffic records databases.
- Continued careful and strict monitoring of all equipment purchased including delivery dates, item counts, tracking of item location and status of operation.
- Installation of a dedicated server for data storage, and iCloud storage as an additional storage component.
- Selection of a subject matter expert to work with VIOHS on a contractual basis to manage the completion of the project. VIOHS will seek guidance from GHSA's pool of contractors for assistance in this area.

Geographical Information System Location Data Collection Project, USVI

Awarded: \$11,192.00

Expended: \$11,192.00

\$402

The Lieutenant Governor's Office – Geographical Information System (LGO – GIS) Division would create a logical and standardized location referencing system which will lead to a more navigable system of the Virgin Island's roadways.

Utilizing a set of handheld devices, the team at the LGO – GIS Division will traverse the roadways in selected areas to capture the geographical coordinate (longitude and latitude) and frontage photo of each plot. The data collectors will allow the team to assign the collected data to the standardized address. Barcode scanners were also purchased to scan barcodes that are linked to each address as a way to avoid duplication, miscount and to keep a running progress of how many locations in each area are left to be tagged.

The data collector will use cellular connectivity to ensure the information collected will be actively uploaded and stored in a Master Address Repository (MAR). The data will be integrated to readily be accessible to external systems, databases and applications that use location data. This location information is critical to systems such as Report Beam, VIPD's crash database, or the incoming e-Citation software, TraCS.

The data will be converted to standardized addresses for the island from which they were collected. This will allow police officers to more accurately record where crashes occurred because the addresses will auto-populate when the crash coordinates are entered on the report forms.

Objectives

- To purchase handheld data collectors and 2-dimensional barcode scanners.
- To hire and train a team of Data Collectors
- To capture the longitude and latitude of all 5,000 plots in the proposed area
- To capture the frontage photo of all 5,000 plots in the proposed area
- To store and maintain all collected data in the Master Address Repository
- To provide access to external databases and navigation systems to integrate with the MAR.

Results

The project was approved in the 3rd Quarter of the fiscal year and by August all off the equipment for the projects were purchased. Due to the impacts of Covid-19, the hiring process suffered greatly and the LGO – GIS Division was only able to hire one technician. Travel was also restricted; however, the GIS Division was still able to tag and verify roughly 1,500 plots on the island of St. Thomas. These collected data points in St. Thomas were all uploaded to the MAR.

Fiscal Year 2021 Follow-up Measures

- 1) Purchase AC power adapters to allow barcode scanners to have a longer battery life.
- 2) Complete Cruz Bay, St John with a scaled down field crew during the first quarter of FY2021, as Covid-19 restrictions are gradually lifted.
- 3) Focus on the island district of St. Croix for the remainder of FY2021, following the completion of the data collection on St. John.

CY 2020 Scientific Seat Belt Survey, USVI

Awarded: \$139,440.00

Expended: \$87,332.43

\$405b

In accordance with federal requirements established by the Secretary of Transportation, the Annual Scientific Seat Belt Survey is required in adherence to mandated guidelines for maintaining federal funds for the promotion of occupant safety throughout the territory.

Objectives

- The VIOHS will outsource the development and administration of the Annual Seat Belt Survey through a contractor for the calendar year 2020.
- The surveys will be used to evaluate vehicle occupant seat belt usage throughout the Territory and will further aid in the development of district specific strategies to increase restraint and reduce serious crash injuries.
- The completion of the surveys will adhere to the Final Rule Uniform Criteria established by the Secretary of Transportation, ensuring that the measurements established accurately represent the belted vehicle drivers and front seat passengers on each of the three islands.
- To observe individuals during the respective surveys to represent vehicle drivers of any age or gender and front seat passengers utilizing roadways at specific locations throughout the territory.

Results

The Request for Proposals was sent out in late April and yielded only one response. The Department of Property and Procurement (DPP) and VIOHS reviewed, evaluated and scored the submission. The respondent scored highly and in the month of June was selected to conduct the survey.

However, the contract execution was protracted, and final execution was completed in August. With the contract in place, although impacted by the pandemic, the calendar year survey for the USVI was completed and the certified results submitted to NHTSA Region 2 before the mandated December 30th deadline.

Fiscal Year 2021 Corrective Measures

Because the GVI contract execution process requires an extended amount of time, the 2019 MR identified an early RFP process as one of the CAP items for the VIOHS. However, the early process is also affected by processes in other GVI agencies such as DOF and OMB. Therefore, it is practical that the VIOHS should create the survey project with a two year contractual commitment included in the RFP. VIOHS will include the CY2021 and CY2022 level funding in its FY2021 project application. This will also possibly interest additional contractors to apply as vendors to perform this type of technical work not easily accessible in the VI. The VI must look to neighboring Puerto Rico or the US mainland for qualified vendors to perform this critical part of its annual activities.

- Completion of the 2020 Seat Belt Survey before December 30, 2020
- RFP and selection of a vendor for the CY2021 survey by March 2021.
- Two year contract execution completed by June 2021
- Completion of CY2021 data collection for before September 2021.
- Submission of the CY2021 survey report by December 30, 2021.
- Payment to selected vendor for CY2021 survey by January 2022.
- Completion of CY2022 data collection by July 2022.
- Submission of completed and certified survey report by September 30, 2022.

Police Traffic Services Program Management – USVI

Awarded: \$37,612.00

Expended: \$12,311.47

\$402

The VIOHS depends on the VIPD for the enforcement arm of its traffic safety plan. Because there are no dedicated Office of Highway Safety officers, enforcement initiatives are dependent on the availability of officers assigned to the Traffic and Patrol Bureaus. This does not always work to the benefit of the VIOHS. During FY2017 and FY2018, VIPD conducted minimal enforcement initiatives for Impaired Driving and Occupant Protection. There were zero funded initiatives FY2019. This does not reflect positively on the VIOHS and its mandate to promote traffic safety.

The expansion of highway safety programs remains critical to the success of the VIOHS. Efforts to promote highway safety compliance through satisfying mandates, adherence to grant guidelines, and the need to effectively coordinate activities to ensure the collection of data have been identified as a key component in meeting expected performance threshold as prescribed by NHTSA. Of utmost interest is the need to identify data to set performance targets, plan effective initiatives and develop opportunities to revamp such programs as the output received from *enforcement* activities. According to the Eight Edition of the Highway Safety Countermeasures Guide for State Highway Safety Offices, the effective management of the VIOHS' programs' mandates relies on a variety of components to include the coordination of initiatives, *enforcement activities* and grant management to include that of program expansion efforts; a Law Enforcement Liaison (LEL) focused on Police Traffic Services (PTS) would ensure the success and the development of the VIOHS strategic plan in the area of *enforcement*.

Objectives

The LEL will fulfill the role of the representative of the VIOHS in efforts to create, monitor and ensure a seamless enforcement plan which encompasses and combines all *enforcement* efforts and training opportunities under PTS.

The LEL would be responsible for encouraging law enforcement to participate in traffic safety initiatives such as overtime enforcement of traffic safety laws.

The LEL will work alongside the Director to ensure the success of the planned enforcement, assist with feedback for assessing the success of planned initiatives while establishing the individual objectives of PTS activities. Additional responsibilities will include long and short-range program planning, grant development, budget development and oversight. Fulfilling the role of a VIOHS Coordinator, the LEL should possess the technical aptitude to aid sub-grantees, staff and the law enforcement community.

The Law Enforcement Liaison (LEL) for the Police Traffic Services program will also monitor section activities pertaining to enforcements to ensure each section is operating efficiently and support the overall objectives of the VIOHS.

Results

- The VIOHS was able to fill the position in August, but his onboarding was delayed to a COVID-19 outbreak at his previous place of employment, and the required protocols had to be followed to include but not limited to being quarantined. The LEL was fully onboard by September 2020.

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Fiscal Year 2021 Follow up Measures

- 1) Establish and expand the relationships between the VIOHS and the law enforcement agencies in the USVI to develop additional sub-recipients.
- 2) Coordinate meetings between the LEL and the VIPD
- 3) Review and assist in the preparation of operational plans for all national initiatives, local carnivals and other related events in the Territory.
- 4) Prepare project applications for the PTS and high visibility portion of the approved FY2021 HSP.

Media Communications Program Management – USVI

Awarded: \$60,424.00

Expended: \$60,424.00

\$402

The National Highway Traffic Safety Administration (NHTSA) strongly recommends that public awareness increases compliance. During FY2019 VIOHS discovered that more experienced professionals were needed to fully manage the media communications portion of the HSP. Therefore bids were solicited from three USVI marketing companies to manage the media communications portion of the FY2020 HSP and plan the outreach efforts for the next fiscal year. The contractor selected was *Simple...a marketing company*. Because this a new solicitation, the application process took longer than anticipated and the performance period would be shorten, the decision was made to have the contractor focus on a management plan for VIOHS and the other program areas of Impaired Driving, Occupant Protection, Police Traffic Services, and High Visibility Enforcement.

The contractor will identify and target all residents and visitors in the US Virgin Islands using a timely and relevant communication strategy and media campaign to address education and issue reminders about impaired driving, occupant protection, and police traffic services. A variety of mediums will be used to accomplish the proposed solutions.

Simple Marketing will manage all aspects of the Impaired Driving, Occupant Protection, and Police Traffic Services campaigns. All these aspects are integral to the success of each campaign independently and the overall success of the Virgin Island Office of Highway Safety (VIOHS). First, a logo will be created for the VIOHS to begin brand awareness and tie all campaign together with a unique identifier. All creative and concepts shall be approved by the VIOHS.

Results

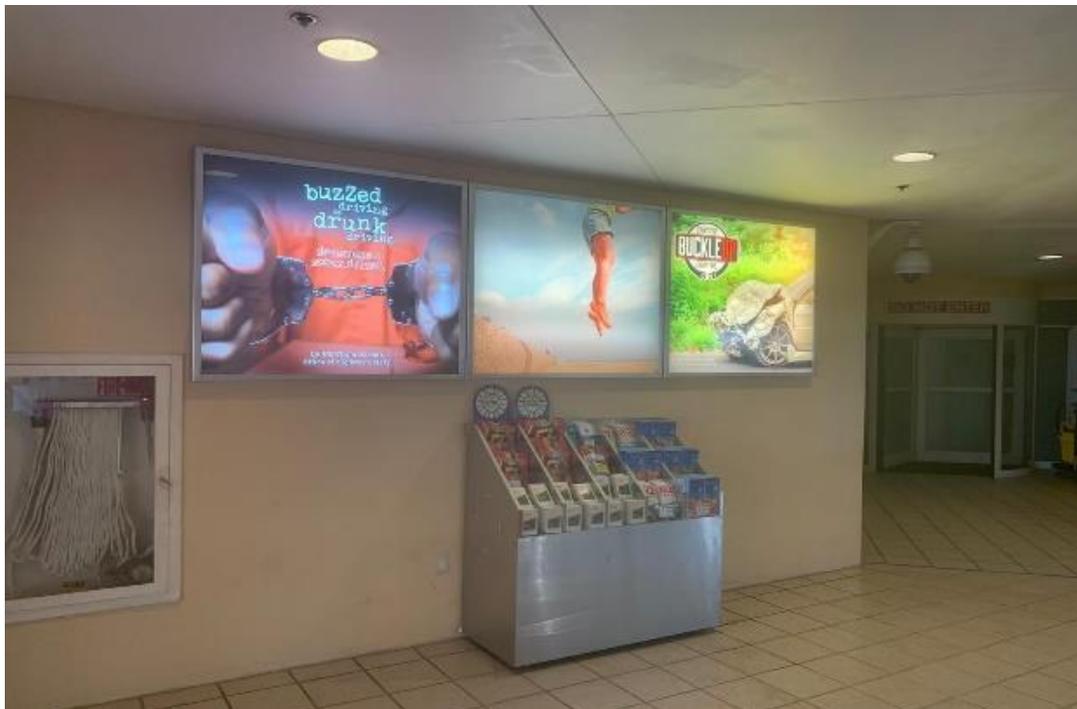
- The contractor was able to successfully present VIOHS with a viable plan manage the program in FY2021. The VIOHS was presented with sample logo designs, story boards for the Impaired Driving and Occupant protection programs, and the planned number of radio, television and print spots for each program. The contractor is eager to begin promoting traffic safety for the VIOHS to improve the education outreach to the residents and visitors to the Territory.

Fiscal Year 2021 Follow up Measures

- Drafting and submission of the media communication projects – management, Impaired Driving, Occupant Protection, Police Traffic Services and High Visibility Enforcement for FY2021.
- Completion of the logo revision for the VIOHS
- Completion of the VIOHS website for VIOHS
- Linking of social media platforms to the VIOHS website
- Finalized development of storyboards into ads by the end of the second quarter
- Finalized schedule of the run times and placement of the television, radio and print ads by the end of the second quarter.
- Monthly meetings with VIOHS to ensure the campaigns are adhering to contract agreements.

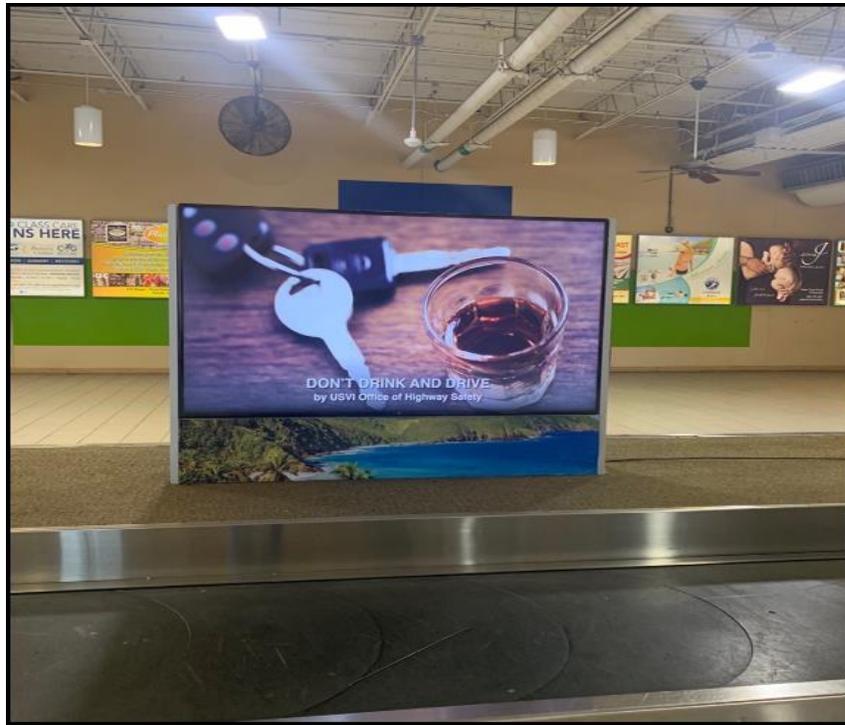
Other Communication Activities during FY2020

The VIOHS was able to continue the placement of the Occupant Protection program at Territory's airports. Clear Channel Airports displayed advertisements at the Henry E. Rolsen (STX) and Cyril E. King Airport (STT) showing Occupant Protection messages to the Territory's passengers at the baggage area conveyor sites, and waiting areas.





Clear Channel Airports Impaired Driving advertisement at the Henry E. Rolsen and Cyril E. King Airports showing Impaired Driving messages to the Territory's passengers at the baggage area conveyor sites, and waiting areas.





List of Acronyms

AA	Alcohol Anonymous
BMV	Bureau of Motor Vehicle
BIT	Bureau of Information Technology
CAP	Corrective Action Plan
CPS	Child Passenger Safety
DUI	Driving Under the Influence
EMS	Emergency Medical Services
FY	Fiscal Year
GHSA	Governor Highway Safety Association
GVI	Government of the Virgin Islands
HSP	Highway Safety Plan
ID	Impaired Driving
MAP-21	Moving Ahead for Progress in the 21st Century Act
MIS	Management Information System
MMUCC	Model Minimum Uniform Crash Criteria
MR	Management Review
NHTSA	National Highway Traffic Safety Administration
OMB	Office of Management and Budget
OP	Occupant Protection
P&A	Planning and Administration
PIO	Public Information Officer
PSAs	Public Service Announcements
SFST	Standardized Field Sobriety Test
STT/STJ	St. Thomas/St. John District
STX	St. Croix District
TraCS	Traffic and Criminal Software
TRCC	Traffic Records Coordinating Committee
USVI	United States Virgin Islands
VI	Virgin Islands
VIDHS	Virgin Islands Department Human Services
VIDPW	Virgin Islands Department Public Works
VIEMS	Virgin Islands Emergency Medical Services
VIOHS	Virgin Islands Office of Highway Safety
VIOPTF	Virgin Islands Occupant Protection Task Force
VIPD	Virgin Islands Police Department

**LIST OF UNFUNDED PROJECTS
FY2020**

Program	Project ID	Amount
<u>Impaired Driving Program</u>		
Youth Awareness	20-IDYAP-402	\$40,000.00
Youth Awareness	20-IDYAPLC-402	\$15,000.00
Judicial Workshop	20-IDJUD-402	\$15,000.00
<u>Occupant Protection Program</u>		
CPS Training	20-OPCPSTr-402	\$40,000.00
CPS Conference	20-OPCPS-CONF-402	\$15,000.00
CPS Fitting Stations	20-OPCPS-FIT-402	\$40,000.00
<u>Traffic Records Program</u>		
EMS Data Support Services	20-EMSSVS-MAP21 405c	\$40,000.00
<u>Media Communications Program</u>		
High Visibility Enforcement	20-HVECOM-402	\$35,000.00
Impaired Driving Media Communications	20-IDMMCOM-402	\$200,000.00
Occupant Protection Media Communications	20-OPMMCOM-402	\$200,000.00
Police Traffic Services Media Communications	20-PTSCOM-402	\$35,000.00
<u>Police Traffic Services Program</u>		
St. Croix Sustained Enforcement	20-STXEnf-402PT	\$73,000.00
St. Thomas Sustained Enforcement	20-STTEnf-402PT	\$55,000.00
St. John Sustained Enforcement	20-STJEnf-402PT	\$10,000.00
e-Citation System Training	20-CITATRNG-402PT	\$30,000.00
PTS Training	20-PTSTRNG-402PT	\$80,000.00
Field Sobriety Testing Instructor Training	20-PTSFST-402PT	\$50,000.00
Traffic Safety Symposium	20-PTSCONF-402PT	\$40,000.00
		<u>\$1,013,000.00</u>