



U.S. VIRGIN ISLANDS
FY 2023 HIGHWAY SAFETY PLAN



PAGE LEFT BLANK INTENTIONALLY

Table of Contents

HIGHWAY SAFETY PLAN4

INTRODUCTION.....4

HIGHWAY SAFETY PLANNING PROCESS.....7

PERFORMANCE REPORT 17

PERFORMANCE PLAN 21

PROGRAM AREAS

PLANNING & ADMINISTRATION AGREEMENT 38

TRAFFIC RECORDS PROGRAM..... 43

IMPAIRED DRIVING PROGRAM 54

OCCUPANT PROTECTION PROGRAM 62

POLICE TRAFFIC SERVICES PROGRAM 75

COMMUNICATIONS (MEDIA) PROGRAM..... 96

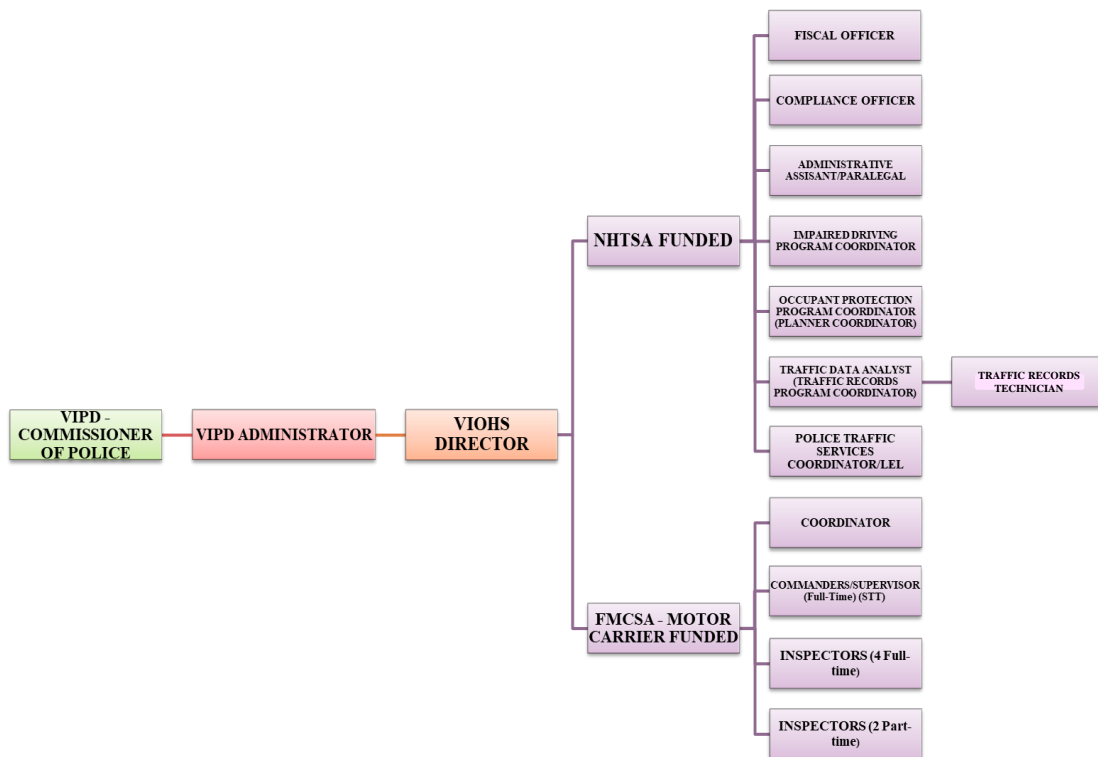
AWARDED FUNDS CARRIED FORWARD 100

PLANNED PROJECTS LISTING 101

HIGHWAY SAFETY PLAN

INTRODUCTION

The Virgin Islands Office of Highway Safety (VIOHS) was established by the Government of the Virgin Islands (GVI) in accordance with the Highway Safety Act of 1966. It is funded through appropriations by the Department of Transportation’s sectors of National Highway Traffic Safety Administration (NHTSA), Federal Motor Carrier Safety Agency (FMCSA) and a small portion of local General Funds. The Governor designates a representative to oversee the operations of the highway safety office. The Governor’s Representative (GR) in the United States Virgin Islands (USVI) is the Commissioner of Police. The VIOHS is a division with the Police Department. The office reports to the Commissioner, and the day-to-day operations are overseen by the Director. The office is staffed by personnel dedicated to NHTSA and FMCSA programs.



The goal of the VIOHS as legislated by the Virgin Islands Senate is to 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. The VIOHS is mandated to promote and fund methods to implement traffic safety in the territory.

As the VIOHS continue to fulfill the mandates the Corrective Action Plan (CAP) which resulted from the 2019 Management Review (MR), the fulfillment of the sections listed below together with a revised approach to Police Traffic Services and Media Communications will continue to be the guiding determination for the Highway Safety Plan

for fiscal year 2023.

- A1(a) – VIOHS is required to “*Managed Federal grant funds effectively and efficiently and in accordance with all Federal and State requirements*” (awarding and allocation of grant funds)
 - A1(d) – VIOHS is required to “*develop and prepare the HSP based on evaluation of highway safety data, including crash fatalities and injuries, roadway, driver and other data sources to identify’ safety problems within the State*”
 - B-1 Internal Controls – Subrecipient project proposal submissions, review, and approval (1) **VIOHS programs, at a minimum, 60% of its grant funds to external agencies or subrecipients outside of the VIOHS and VIPD;...**
1. VIOHS continues to be challenged to meet the 60% requirement for sub-recipients. With the emphasis on Traffic Records, the TRCC agencies are challenged with staffing and experience to manage federal funds and especially the strict requirements of NHTSA funds. Therefore, VIOHS must find creative ways to engage the agencies to utilize the funds. Also, the review and approval processes for projects and having budgets available continues to further delay an already challenging situation. However, VIOHS will continue to work with the agencies who show interest and are willing to navigate the process.
 2. The VIOHS Impaired Driving Program youth projects continue to struggle as accessing the youth with the greatest need in the territory’s public schools remained problematic. Therefore, VIOHS will initially approach impaired driving from an equipment angle to provide a DUI for the St. Croix district as that district has a more robust level of enforcement. VIOHS will reach out to our counterparts in Puerto Rico, Maryland, and New York to obtain a list of possible vendors. VIOHS will continue its communication with the Department of Education and Student Against Drunk Driving (SADD) national and local organizations. When viable projects are proposed, it is possible that the VIOHS will request FY2023 HSP adjustments to accommodate such projects.
 3. Traffic safety enforcement continues to be set aside as the law enforcement agencies in the territory focus on the critical staffing issues, increased domestic violence, homicides, and other administrative challenges (unions). Therefore, VIOHS must adjust to minimal enforcement projects which are at the discretion of the Commissioner and his traffic commanders.
 4. The Media Communications section of the FY2023 HSP will reflect the continued use of developed advertising using radio, television, print and social media. The ads developed will be used in the coming fiscal year. It is critical that VIOHS has an inhouse Public Information Officer or a Media Coordinator. While an attempt was made in FY2022 to fill the position, the selected person has moved to other duties. The plan which was

developed in FY2022 will be edited and utilized for FY2023.

In addition to planning for the TRCC members to create projects to utilize VIOHS available funding, contractors and agencies other than VIPD will be encouraged to submit traffic safety projects applications to enable the VIOHS to meet the requirement of utilizing NHTSA funds for a minimum of 60% of projects in its FY2023 HSP.

The VIOHS will be applying for \$3,141,374.00 in funding for the FY2023 HSP categorized as follows.

- §402 - \$2,813,374.00
- §405(b) - \$328,000.00



Daphne O'Neal - Director, VIOHS

HIGHWAY SAFETY PLANNING PROCESS

Data Sources and Processes

DATA SOURCES

The Virgin Islands Office of Highway Safety (VIOHS) must utilize a data-driven approach to highway safety to analyze available qualitative and quantitative data to identify significant problems and create performance targets. The Government of the Virgin Islands (GVI) places high importance on the availability of crash data. As a result, in fiscal year (FY) 2019, VIOHS began the process of procuring the Traffic and Criminal Software (TraCS) system – a data collection, records, management and reporting software for public safety professionals. It was also recommended by the National Highway Traffic Safety Administration (NHTSA) as a tool to be considered by the USVI to collect traffic data. The VIOHS also plans to incorporate the commercial vehicle module within TraCS so that all aspects of traffic can be reported using one system. TraCS aims to increase accuracy and timely access to data by replacing Virgin Islands Police Department's (VIPD) Report Beam system which is currently in place, and the partial electronic crash reporting system.

The VIPD uses the Report Beam system to process traffic citations. These traffic citations are one of the key areas to obtain information related to traffic safety problems. However, this system is missing key components such as Geo-mapping capabilities; electronic citation input and storage; an adequate querying tool to research crash reports and integration modules for sharing data externally.

The data qualities concerns are:

Uniformity: The critical data elements does not have any built-in measures to ensure uniformity. For example, the spelling of the locations/addresses on the crash reports are mainly up to the officers.

Timeliness: Report Beam has the capabilities to measure the time between when a crash occurs to when it is entered into the database. Although, the extent to which it can do this is unknown because the function is a preset.

Completeness: Report beam does not have the capabilities to detect when critical fields are missing, incorrect or when default is selected when it is not applicable.

Accuracy: There are no data verification/ validation measures present. It accepts wherever is entered.

The system in its current state does not represent a trusted resource for project development aimed to improving traffic safety.

TraCS will allow VIPD to make readily available traffic data necessary for planning, resource allocation, and application of meaningful solutions to traffic safety problems. Furthermore, the system will likely decrease the incidence of data entry errors related to the current paper system as it allows for collection of information at the scene electronically.

TraCS also controls flow of forms from start to finish, transmits forms to external sources quickly and allows ease in accounting for issued citations. The system will further link data input and access across the following agencies within GVI: VIOHS, the Virgin Islands Police Department (VIPD), the Department of Health (DOH), the Virgin Islands Superior Court (SC), the Office of the Lieutenant Governor (LGO), Bureau of Motor Vehicle (BMV), and the Department of Justice (DOJ). VIOHS' hard deadline for full implementation of this system is December 2020.

Currently, VIOHS data sources include:

1. The **Virgin Islands Police Department's Report Beam** – a partial electronic system that stores detailed crash data (e.g. age, gender, location, roadway, time of day, weather, driver's actions, etc.) compiled from police reports input into VIPD's Virgin Islands Electronic Crash Reporting System.
2. The **Virgin Islands Superior Court's Case Management System** – an electronic system that stores all traffic court records including convictions and citations.
3. The **Department of Health Emergency Medical Services (EMS) Patient Care Reporting System** – a database containing patients' emergency medical service runs information from Juan F. Luis Hospital, Roy Lester Schneider Hospital and Myrah Keating Smith Community Health Center.
4. The **Bureau of Motor Vehicle Database** – containing records of all licensed drivers and registered vehicles in the United States Virgin Islands (USVI).
5. **VIOHS' Annual Scientific Observational Survey of Seat-Belt Use** – an observational probability-based estimate of seat-belt usage relevant to front-seat-passengers.
6. The **Department of Justice, Office of the Attorney General** – which allows VIOHS to track citations more accurately as DOJ must certify each citation prior to it being forwarded to the V.I. Superior Court for processing.

VIOHS data sources are particularly important as all grant proposals must address critical safety needs determined through analysis of localized crash data via Report Beam. In addition to crash data, VIOHS reviews data from other sources to ensure a comprehensive

approach to problem identification and to fund investments that provide the greatest return. Additional data sources may provide further information useful to identify traffic safety problems and select appropriate countermeasures targeting specific at-risk/offending demographics.

VIOHS accesses, reviews and analyzes: 1) VIPD citation and arrest data to determine enforcement effectiveness; 2) the Virgin Islands Superior Courts' Case Management System to review conviction and recidivism rates to support and prioritize impaired driving outreach programs; 3) DOH's EMS Patient Care Reporting System to review response time for EMS to arrive on crash scenes to render medical treatment; 4) the BMV Database to review registration and licensing data to determine emerging trends such driver age percentage (i.e. percentage of mature vs youth driver and male vs female drivers); 5) VIOHS' Annual Scientific Observational Survey of Seat-Belt Use to determine enforcement effectiveness; 6) and DOJ to provide the most reliable means of tracking processed citations.

Further, this data is utilized in planning such as media components of high-visibility enforcement for the impaired driving and occupant protection programs.

PROBLEM IDENTIFICATION PROCESS

The USVI must expand its problem identification beyond fatalities. The fatality rate is low when compared with other mainland jurisdictions. However, because the community is close knit, the impact of each fatality is deeply felt. Fatalities are the result of non-conforming behavior of drivers; lack of information regarding problem roadways, high incident intersections; minimized enforcement of traffic safety rules and laws; and reduced public outreach and education regarding traffic safety. For the USVI to prepare a more comprehensive highway safety plan that is not based on fatalities, all areas of traffic records components must be available in the planning process. The entities with traffic records must be able to integrate the data so that BMV is linked to the SC. The VIPD needs to be linked to the BMV, SC, and the DOJ so that driver and vehicle legality, driver behavior and citations adjudication can all be tracked in real time. The DPW roadway information and the EMS data on crashes, injuries and fatalities cannot be accurately assessed as the data is not provided with any regularity to the TRCC members. The current agencies limitations make planning difficult. Therefore, for FY2021 the VIOHS will focus its plan on the improvement of data systems and the methods to improve integration and data collection from the agencies.

Below is an outline of VIOHS' problem identification process:

- 1. Safety Focus/Program Area:** Highway safety high priority areas should be determined through data analysis which identify statistically significant problem and trends. For the data to be analyzed it must be first obtained from the six main data source areas listed previously. For FY2021 HSP, the Traffic Records Program area will focus on the gathering, analyzing and sharing of the data to identify problems which

could be used to reduce crashes and not only the fatalities which were the result of the crashes.

2. **Problems Identification:** Data including demographic information is utilized to identify highway safety problems. Evidence-based identified problems guide selection and implementation of countermeasures to address localized highway safety issues. Evidence can only be gathered from the data sources used to report the information. If the data is incomplete, inconclusive, and not timely, it does not allow for an accurate presentation of the problem.
3. **Performance Targets:** Targets relevant to crashes, injuries, and fatalities by program area are set based on projected trends. The FY2021 HSP performance targets will be based on traffic records systems improvement in all program areas where relevant.
4. **Countermeasures:** VIOHS employs strategies via programs and projects to accomplish performance targets and mitigate identified problems. These NHTSA developed strategies are proven effective nationally and are appropriate based on localized data, problem identification and available resources.

VIOHS' goal is to develop and execute projects that address the evolving needs of USVI residents and visitors relevant to highway safety. In accordance, VIOHS must utilize a data-driven approach to highway safety by analyzing not only the minimal crash data but all other factors involved. To focus investments, VIOHS coordinators access, review and analyze data most effectively from the prior sources to determine fatality and serious injury trends relevant to each program area. Via Report Beam, crash location criteria can be reviewed as follows: high- incident areas, alcohol related crashes, seat-belt use, distracted driving, age, gender, weather, holiday, etc. This allows VIOHS to better understand localized high-risk highway safety problems and statistically significant trends in the USVI. However, Report Beam and any of the USVI data systems are only effective if **all** critical and relevant data is gathered and entered into the systems at the time of incidents and crashes.

VIOHS set a goal to modify VIPD's traffic records systems. To meet this goal, VIPD, is in the process of procuring the TraCS system. TraCS will modernize traffic data collection in the USVI, allow for more timely access to information, mitigate the incidence of error in data collection through on-the-spot entry capability and streamline the process for effectiveness and efficiency. VIOHS had a set deadline of full implementation by December 2022.

PERFORMANCE MEASURES & TARGETS

VIOHS must determine high-priority performance measures and targets through data analysis. Performance targets are set for relevant *NHTSA Core Performance Measures*, when necessary, additional measures are selected by VIOHS.

NHTSA Core Performance Measures include: 1.) Traffic Fatalities, 2.) Serious Injuries caused

by traffic crashes, 3.) Fatalities per Vehicle Miles Travelled (Not Applicable in the USVI), 4.) Unrestrained Passenger Vehicle Occupant Fatalities, 5.) Fatalities caused by Alcohol Impaired Driving, 6.) Speeding-Related Fatalities 7.) Motorcyclist Fatalities, 8.) Number of Un-helmeted Motorcyclist Fatalities, 9.) Drivers Age 20 or Younger Involved in Fatal Crashes, 10.) Pedestrian Fatalities, 11.) Bicyclist Fatalities, 12.) Seat Belt Usage Rate, and additional traffic records targets. Those targets include:

- Average days between crash date and crash report submission date.
- Percentage of crash involved vehicles which tag numbers matches the BMV's vehicle files.
- Percentage of crash reports with no missing critical location data.

VIOHS has implemented best practices as it relates to determining performance measures and targets. VIOHS has adopted the following method going forward:

1. *Linear Trend Model:* As recommended by NHTSA, a linear trend analysis will be conducted using the FORECAST function in Microsoft Excel based on available data. An analysis of data over a period of several years is conducted to identify the most significant problems and create targets.
2. *Discussion:* Estimated targets produced by the linear trend model will be discussed by VIOHS and key territorial safety partners. When warranted, targets maybe adjusted based on past, current and future safety-related activities, and programs.

COUNTERMEASURE STRATEGIES

VIOHS works to achieve performance targets through employing evidence-based countermeasure activities that mitigate identified problems and satisfy performance targets. VIOHS will utilize *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices* (9th Edition, 2017) as guidance to identify strategies that have proven effective nationally and are appropriate given data relevant to problem identification and available resources. VIOHS also considers the *Uniform Guidelines for State Highway Safety Programs*.

Viable countermeasures include 1) a description of the activity, 2) who will implement it, 3) where it will be implemented, and 4) whether funding will consist of local GVI, federal or a combination. Specific metrics will be employed to evaluate activates relevant to performance targets at the close of the fiscal year; the collected data will be used to adjust the program as needed for the next year.

Processes Participants

PARTICIPANTS

VIOHS fosters essential relationships with *territorial safety partners* to develop and execute highway safety initiatives. Partners provide data necessary to identify highway safety

problems and trends, as well as execute countermeasures, such as police traffic enforcement in combination with public outreach and educational projects, to execute VIOHS' mission to the benefit of the USVI.

VIOHS' proposed territorial safety partners consist of:

1. **Impaired Driving** – Virgin Islands Department of Health (DOH) and VIPD
2. **Occupant Protection** – VIPD, Virgin Islands Fire Service (VFS), Department of Human Services (DOHS), Queen Louis Home for Children and (DOH) Juan F. Luis and Medical Center Hospital -St. Croix (STX), Roy Lester Schneider Hospital and Medical Center -St. Thomas (STT) and Myrah Keating Smith Community Health Center – St. John (STJ).
3. **Traffic Records Coordinating Committee** – Office of the Governor, DOJ, Bureau of Information Technology (BIT), LGO, DOH, Virgin Islands Territorial Emergency Management Agency (VITEMA), VIPD, Superior Court (SC), Department of Public Works (DPW) and Bureau of Motor Vehicles (BMV).

VIOHS will continue its efforts for an expanded public outreach campaign, including elevated enforcement, relevant to the impaired driving, occupant protections programs and police traffic services. Through the campaign VIOHS will utilize professional contractor (s) to utilize popular local entertainers and various print, radio, and televised media outlets.

VIOHS distributes federal funds amongst GVI, non-profit and other private sector partners to implement countermeasure strategies based on evidence-based identified problems. Interested applicants are provided an application packet detailing application and program requirements and receive one-on-one assistance from area specific VIOHS coordinators to ensure accepted countermeasures and metrics are adhered to and successful completion of the application packet.

Description of Highway Safety Problems

VIOHS PROBLEM IDENTIFICATION

The mission of the VIOHS is to prevent motor vehicle crashes and reduce fatalities and severe injury, by providing the safest roadways possible for residents and visitors to the Territory. VIOHS aims to accomplish this mandate through an evidence-based approach. This evidence is based on receiving accurate data from the six core traffic records data systems for the creation of projects to promote traffic safety in the territory. VIOHS implements continuous improvements to programs which develop, promote, and execute educational, outreach and enforcement initiatives relevant to highway safety.

VIOHS' top priorities for the FY2023 highway safety program include mitigating increases in ***Serious Injuries in Traffic Crashes Fatalities*** – reviewing the methodology of reporting

serious injuries to insure that it falls in line with standardized methods to ensure relevance and accuracy; ***Unrestrained Passenger Vehicle Occupant Fatalities*** – continues to increase due to lack of enforcement and reduced educational and media outreach; ***Pedestrian Fatalities***; and ***Speeding Fatalities***.

VIOHS will work with all related partners to reduce ***Traffic Fatalities*** – thirteen (13) fatalities in 2023 from 2021 figure of eleven (11) based on 2022 trend; ***Alcohol Impaired Driving Fatalities*** – maintained at one (1), the same level as 2021; ***Unrestrained Passenger Vehicle Occupant Fatalities*** – set to four (4) which is higher than the 2021 level of three (3); ***Seat Belt Usage Rate*** to increasing usage rate in the territory 78.6%; ***Pedestrian Fatalities*** reduced to one (1) fatality in 2023 from four (4) in 2021; ***Bicyclist Fatalities*** to remain at zero in 2023; and ***Driver Age 20 or Younger Fatalities*** – to remain at zero (0) fatality 2023; as well as areas which were not previously tracked in the data reporting area, such as ***Average Days between the Crash Date and the Crash Report Submission***, which was thirteen (13) in 2021, aiming to continue the decreasing trend to five (5) in 2023.

The prior analysis serves to set performance measures and determine appropriate countermeasure strategies that will be developed into projects to address identified highway safety issues leading to further reductions in crashes, fatalities, and injury.

VIOHS was again solicit contract bids for a two year period as was done for the 2021 and 2022 scientific seat belt survey. VIOHS has set the 2022 and 2023 usage rate at **78.6%**.

To accomplish this goal, VIOHS has initiated an aggressive public outreach campaign, coupled with elevated high-visibility enforcement activities. VIOHS will focus on enforcement activities as a primary countermeasure. The results of these analyses provide the basis for setting performance measures, selecting countermeasure strategies, and identifying planned activities that will be developed into projects. Likewise, sub-recipient projects are selected based on how well the applicant's proposal addresses problem identification, program targets, countermeasure strategy, project evaluation and the proposed budget.

VIOHS has acknowledged the need to revamp the USVI's data collection. This was emphasized through the CAP items developed because of the 2019 MR. Therefore, systems development and integration of the six core data systems will be the focal point of the HSP. One of the key areas will be the incoming TraCS system within the VIPD which will allow for more accurate data over time for comparison. VIOHS will then be better equipped to analyze citation trends, identify problems, and select countermeasure strategies for mitigation more effectively.

Methods for Project Selection

METHODS OF PROJECT SELECTION

VIOHS has set a goal to increase sub-recipient applications. Coordinators will explore strategies to solicit potential applicants via non-profit and government databases and attending/presenting at various networking events and meetings. Coordinators will closely work with applicants to produce successful applications including all required components, particularly data, problem identification, performance targets and countermeasure implementation.

Given the anticipation of an increase in applicants, VIOHS is making strides to implement best practices as it relates to *methods of projects selection* as mandated by the MR. VIOHS will adopt the following method going forward:

1. Establish a grant application schedule including: 1) a timeframe wherein coordinators will solicit potential applicants in the government, non-profit and private sectors; 2) coordinators will host two (2) informational sessions for interested candidates; 3) a timeframe for applicants to work with coordinators to complete comprehensive application packets; 4) and a firm submittal deadline.
2. Upon conclusion of the grant application period, a team of scorers will equally apply an objective scoring method to all applications. Successful applications will be determined by how well the applicant's proposal addresses problem identification, program targets, countermeasure strategy and project evaluation in addition to other required information. Applicant qualifications and the proposed budget are also considered in scoring applications.
3. Unsuccessful applicants will be provided with the opportunity for a debriefing by the VIOHS Director relevant to the applicant's proposal. Because this HSP is focused on traffic records systems, it is anticipated that the projects will be managed by the governing agency that produces said data. The VIOHS will seek direct input in the project evaluations from the Bureau of Information Technology (BIT) to ensure that the systems being put in place and the planned software is within the scope of the applying agency; it fits within the GVI systems for maintenance and support; and that it can be integrated without seamlessly. The VIOHS will also seek assistance and advice from our NHTSA Region 2 partners when needed. The VIOHS also plans to provide grant application and management training for all applicants but with special emphasis on the TRCC members especially the core six members. Feedback is designed to help the applicant strengthen future submissions.
4. Successful applicants move into negotiations with VIOHS to include requesting changes to project scopes, measurements, and budgets. Project budgets are established based on a review of multi-year crash data and prioritized problematic programs areas and/or locations.

5. Upon completion of negotiations, proposals are routed through the VIOHS grant approval workflow, consisting of review and approval by VIOHS Director, VIPD Commissioner (Governor's Representative (GR)) and the National Highway Traffic Safety Administration (NHTSA) Regional Office.
6. Once approved and implemented, all projects are monitored in accordance with procedures established by VIOHS reflecting local and Federal rules and regulations. VIOHS coordinators are required to submit monthly reports indicating activities and progress. Annual reports are requested for identified projects. DUI enforcement projects are required to submit enforcement activity reports within one (1) week of the operations.

**Steps 2-6 of the prior method were adopted from the FY2018 Pennsylvania Department of Transportation Highway Safety Plan as a best practice.*

List of Information and Data Sources

Virgin Islands Police Department's Report Beam

Virgin Islands Superior Court's Case Management System

Department of Health Emergency Medical Services (EMS) Patient Care Reporting System

Bureau of Motor Vehicle Database

Annual Scientific Observational Survey of Seat-Belt Use

Superior Court of the Virgin Islands

Department of Public Works

Department of Justice, Office of the Attorney General

Data collection, analysis, distribution, and utilization is critical to the Territory. Therefore, the VIOHS must work towards the reestablishment and member participation in the TRCC to effect meaningful change in producing data driven fundable projects. Agency attendance is sporadic, and the assistance from the Governor to ensure that members from participating agencies and bureaus understand the importance and necessity of attending, participating, and protecting the USVI funding for traffic records projects will continue to be utilized.

The VIOHS will continue to ensure that the mandates of the 2019 Management Review CAP are being met. The focus of the FY2022 HSP will continue to be the data collection, accuracy, and reporting in the USVI which needs significant improvement.

In the area commercial vehicle traffic safety, the VIOHS plans to contract with University of the Virgin Islands to address the deficiencies identified in the Howard University assessment of 2020 by updating the historical data for accuracy and completeness and providing the necessary best use training to all levels of users.

VIOHS will focus in further strengthen its Traffic Records area by:

- a) adding a dedicated traffic records technician to augment the Analyst/Coordinator. The position is still vacant.
- b) working with the Office of the Governor to have an Executive Chair assigned to the TRCC to provide dedicated leadership – the Governor's Representative as the Chair
- c) strengthening interactions with our data source partners.

VIOHS will also continue to be guided by our federal partners at NHTSA and Federal Motor Carrier Safety Administration (FMCSA).

PERFORMANCE REPORT

Progress toward meeting the USVI performance targets from previous fiscal year's HSP.

Performance Report					
Performance Measurements	Target Period	Target Year(s)	FY22 HSP Target Value	Data Source/ FY21 Results	On-Track to meet FY22 Target?
C-1) Total Traffic Fatalities*	5 Year	2018 - 2022	13	Territory 11	Yes
C-2) Serious Injuries in Traffic Crashes*	5 Year	2018 - 2022	14	Territory 15	No
C-3) Fatalities/VMT*	N/A	N/A	N/A	N/A	N/A
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 Year	2018 - 2022	4	Territory 3	No
C-5) Alcohol-Impaired Driving Fatalities	5 Year	2018 - 2022	1	Territory 1	No
C-6) Speeding-Related Fatalities	5 Year	2018 - 2022	2	Territory 1	Yes
C-7) Motorcyclist Fatalities	5 Year	2018 - 2022	1	Territory 1	No
C-8) Unhelmeted Motorcyclist Fatalities	5 Year	2018 - 2022	0	Territory 0	No
C-9) Drivers Aged 20 or Younger Involved in Fatal Crashes	5 Year	2018 - 2022	0	Territory 1	Yes
C-10) Pedestrian Fatalities	5 Year	2018 - 2022	1	Territory 4	No
C-11) Bicyclist Fatalities	5 Year	2018 - 2022	0	Territory 0	Yes
Behavioral Study					
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants	Annual (CY)	2021	88.6%	Territorial Survey 72.3%	No
Traffic Records					
Average days between the crash date and the crash report submission date	Annual (CY)	2021	5	Territory 13	No
Percentage of crash reports with no missing critical location data	Annual (CY)	2021	56%	Territory 37.2%	No
Occupant & Child Passenger Safety					
Unrestrained Vehicle Occupant Injuries	Annual (CY)	2021	17	Territory 18	No

Performance Report					
Performance Measurements	Target Period	Target Year(s)	FY22 HSP Target Value	Data Source/ FY21 Results	On-Track to meet FY22 Target?
Total active CPS Fitting Stations within the USVI	Annual (CY)	2021	10	Territory 5	No

* - Currently, the U.S. Virgin Islands does not report crash data to FARS and Vehicle Miles Travelled (VMT) to FHWA. Therefore, C1 – C2 are based off the Territory’s crash data and the C3 is not applicable to the USVI.

C-1. Number of Traffic Fatalities

On-Track to meet FY22 Target? Yes

Report: The FY 2022 HSP target for this measurement was set at 13. The target set for FY 2021 has been met for this performance measure and analysis of this measure’s linear trend has predicted that the target will be met for FY 2022 also.

C-2. Number of serious injuries caused by traffic crashes

On-Track to meet FY22 Target? No

Report: The FY 2022 HSP target for this measurement was set at 14. This performance measure did not meet the target that was set for FY 2021. There was an increase of 50% from FY 2020 to FY 2021 and trend analysis suggests that the target for FY 2022 will not be meet.

C-3. Fatalities per Vehicle Miles Travelled

Report: This measure is not applicable to the USVI.

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

On-Track to meet FY22 Target? No

Report: The FY 2022 HSP target for this measurement was set at 4 and based on the analysis of crash data for the first half of FY 2022 this measurement will not meet this target.

C-5. Number of fatalities caused by alcohol impaired driving

On-Track to meet FY22 Target? No

Report: The FY 2022 HSP target for this measurement was set at 1. The target that was set for this measurement in FY 2021 was achieved and the trendline is currently trending downwards. However, based on early predictions this measurement will not meet the target for FY 2022.

C-6. Number of speeding related fatalities

On-Track to meet FY22 Target? No

Report: The FY 2022 HSP target for this measurement was set at 2 and based on the analysis of crash data for the first half of FY 2022 this measurement will not meet this target.

C-7. Number of motorcyclist fatalities

On-Track to meet FY22 Target? Yes

Report: Report: The FY 2022 HSP target for this measurement was set at 1. Although crash data from FY 2021 has slowed the rate of increase for this measurement, predictions gathered from linear trend analysis suggests from this measurement will not meet the target for the FY 2022.

C-8. Number of un-helmeted motorcyclist fatalities

On-Track to meet FY22 Target? Yes

Report: The FY 2022 HSP target for this measurement was set at 0 and based on the analysis of crash data for the first half of FY 2022 this measurement will not meet this target.

C-9. Number of drivers aged 20 or younger fatalities

On-Track to meet FY22 Target? No

Report: The FY 2022 HSP target for this measurement was set at 0. Although crash data from FY 2021 has slowed the rate of increase for this measurement, predictions gathered from linear trend analysis suggests from this measurement will not meet the target for the FY 2022.

C-10. Number of pedestrian Fatalities

On-Track to meet FY22 Target? Yes

Report: The FY 2022 HSP target for this measurement was set at 1. This measurement saw an 33% increase in FY 2021 and early predictions suggest this that the FY 2022 target will not be met.

C-11. Number of bicyclist fatalities

On-Track to meet FY22 Target? No

Report: The FY 2022 HSP target for this measurement was set at 0. For the past three years, this measurement has met its target and early predictions suggest it will meet the target for FY 2022.

B-1. Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

On-Track to meet FY22 Target? No

Report: The FY 2022 HSP target for this measurement was set at 88.6%. The seatbelt usage rate within the Territory has increased, while missing its target, for the second year in a row and the forecast for CY 2022 suggests that the measurement will not meet its target.

Average days between the crash date and the crash report submission date

On-Track to meet FY22 Target? No

Report: The FY 2022 HSP Target for this measurement was set at 5. This measurement has improved for 2021 but it did not meet the target that was set. Predictions for 2022 suggest that it was not meet the target for CY 2022 as well.

Percentage of crash reports with no missing critical location data

On-Track to meet FY22 Target? No

Report: The FY 2022 HSP Target for this measurement was set at 56%. Data from 2021 crashes shows a decrease in this measurement and early predictions suggest that we will not meet the target that was set.

Unrestrained Vehicle Occupant Injuries

On-Track to meet FY22 Target? No

Report: The FY 2022 HSP target for this measurement was set at 17. Crash data for the first half of the FY 2022 suggests that we will not meet this target.

Total active CPS Fitting Stations within the USVI

On-Track to meet FY22 Target? No

Report: The FY 2022 HSP target for this measurement was set at 10. Numerous CPS technicians were trained across the territory during the FY 2022 and 5 fitting stations were established in the process.

PERFORMANCE PLAN

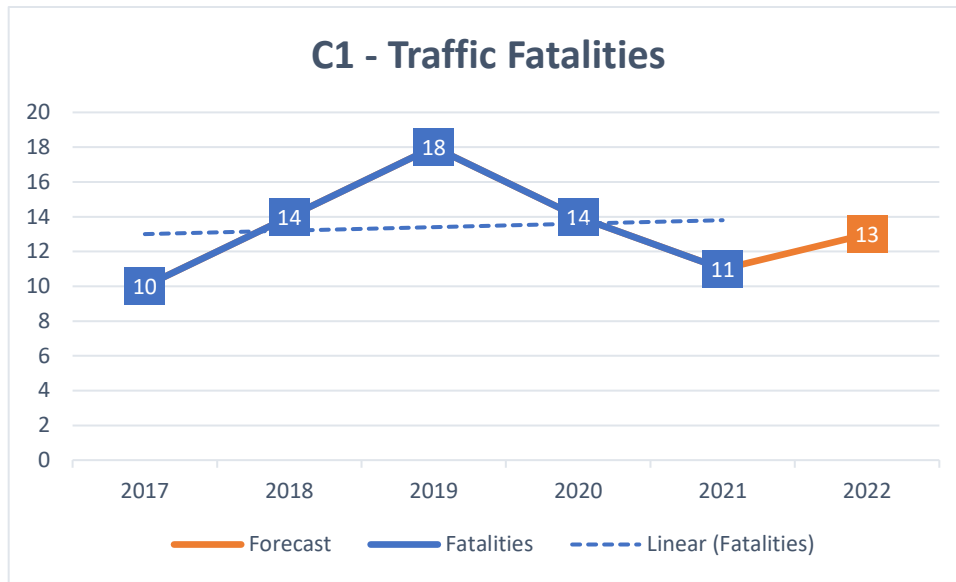
FY 2023 HSP Performance Plan		Period	Base Years (FY)				
			2017	2018	2019	2020	2021
C-1	Total Traffic Fatalities	Annual	10	14	18	14	11
	To reduce the incline of the trendline the target is set at 12 for the 2023 5-year average.	5-Year Rolling Avg.	11	12	13.2	13.2	13.4
C-2	Serious Injuries in Traffic Crashes	Annual	16	15	18	10	15
	To further increase the decline of the trendline the target is set at 14 for the 2023 5-year average.	5-Year Rolling Avg.	15.4	15.2	16.2	15	14.8
C-3	Fatalities/VMT	Annual	N/A				
		5-Year Rolling Avg.					
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	Annual	4	6	7	4	3
	To increase the rate of decline in this category to target is set at 4 for the 2023 5-year average.	5-Year Rolling Avg.	3	3.8	4.4	4.6	4.8
C-5	Alcohol-Impaired Driving Fatalities	Annual	1	3	3	1	1
	To reduce the slope of the trendline the target is set at 1 for the 2023 5-year average.	5-Year Rolling Avg.	1.4	1.4	2	2	1.8
C-6	Speeding-Related Fatalities	Annual	3	2	3	7	1
	To further increase the decline of the trendline the target is set at 3 for the 2023 5-year average.	5-Year Rolling Avg.	3.6	3.2	2.8	3.8	3.2
C-7	Motorcyclist Fatalities	Annual	1	1	2	5	1
		5-Year Rolling Avg.	1.6	1.6	1.6	2.2	2

FY 2023 HSP Performance Plan		Period	Base Years (FY)				
			2017	2018	2019	2020	2021
	To shift the slope of the trendline to a decline the target is set at 2 for the 2023 5-year average.						
C-8	Unhelmeted Motorcyclist Fatalities	Annual	0	0	0	0	0
	To maintain the constant trend of 0 in this category for the 2023 5-year average.	5-Year Rolling Avg.	0	0	0	0	0
C-9	Drivers Aged 20 or Younger Involved in Fatal Crashes	Annual	0	0	1	2	1
	Reduce the 5-year average to 0 for this category by 2023.	5-Year Rolling Avg.	1	1	0.8	0.6	0.8

FY 2023 HSP Performance Plan (Cont.)		Period	Base Years (FY)				
			2017	2018	2019	2020	2021
C-10	Pedestrian Fatalities	Annual	2	1	1	3	4
	Reduce the 5-year average to 2 for this category by 2023.	5-Year Rolling Avg.	2.4	1.8	1.4	1.6	2.2
C-11	Bicyclist Fatalities	Annual	0	1	0	0	0
	To maintain the constant trend of 0 in this category for 2023.	5-Year Rolling Avg.	0	0.2	0.2	0.2	0.2
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants	Annual (Calendar Year)	None	83.9 %	71.1 %	68.2 %	72.3 %
T-1	Average days between the crash date and the crash report submission date	Annual (Calendar Year)	14	11	16	15	13
T-2	Percentage of crash reports with no missing critical location data	Annual (Calendar Year)	33.1 %	35.2 %	38.4 %	38.2 %	37.7 %
	To increase this measure to 90% or more for calendar year 2023						

OP-1	<p>Unrestrained Vehicle Occupant Injuries</p> <p>To shift the slope of the trendline to a decline the target is set at 16 for the CY 2023</p>	Annual (Calendar Year)	17	18	18	22	18
OP-2	<p>Number of active CPS Fitting Stations within the USVI</p> <p>To establish 10 active CPS Fitting Stations within the Territory for CY 2022</p>	Annual (Calendar Year)	0	0	0	0	5

C-1. Number of traffic related fatalities



Traffic Records Performance Measure: No

Target Metric Type: Numeric

Target Value: 12

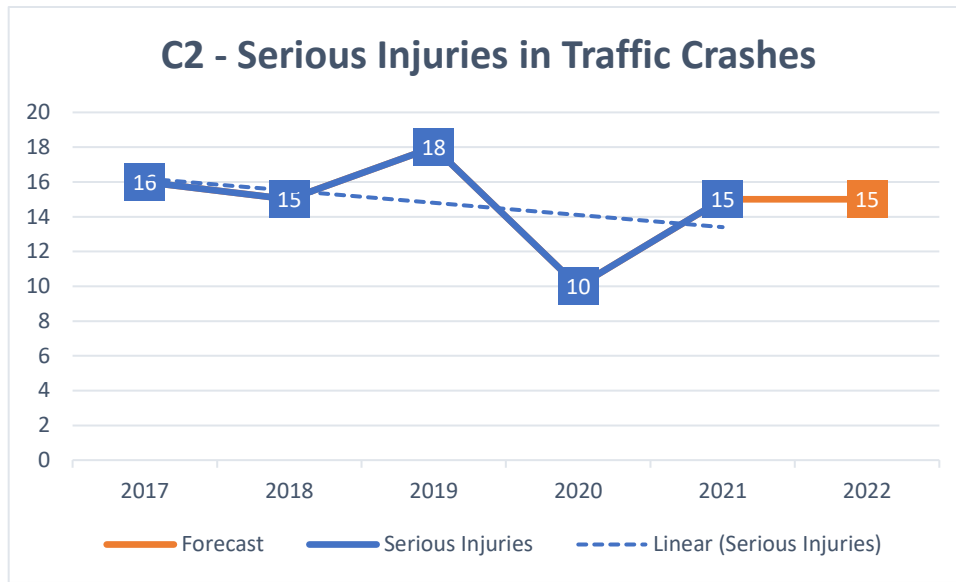
Target Period: 5 Year

Target Start Year: 2019

Performance Measure Justification

Linear trend analysis suggests that this category will meet the target for 2022. Therefore, the target is set at **12** to further reduce the incline of the trendline for 2023 (2019 – 2023) 5-year average.

C-2. Number of serious injuries caused by traffic crashes



Traffic Records Performance Measure: No

Target Metric Type: Numeric

Target Value: 14

Target Period: 5 Year

Target Start Year: 2019

Performance Measure Justification

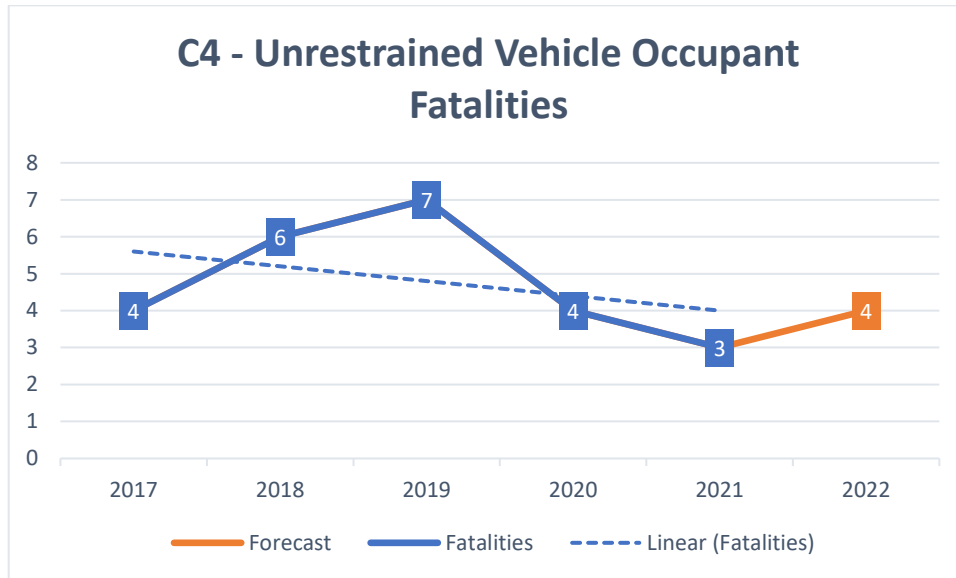
The forecast for this category suggests that the target will not be met for 2022. However, to increase the decline of the trendline the target was set at **14** for 2023 (2019 – 2023) 5-year average.

C-3. Fatalities per Vehicle Miles Travelled

Performance Measure Justification

This is not applicable to the territory of the USVI.

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



Traffic Records Performance Measure: No

Target Metric Type: Numeric

Target Value: 4

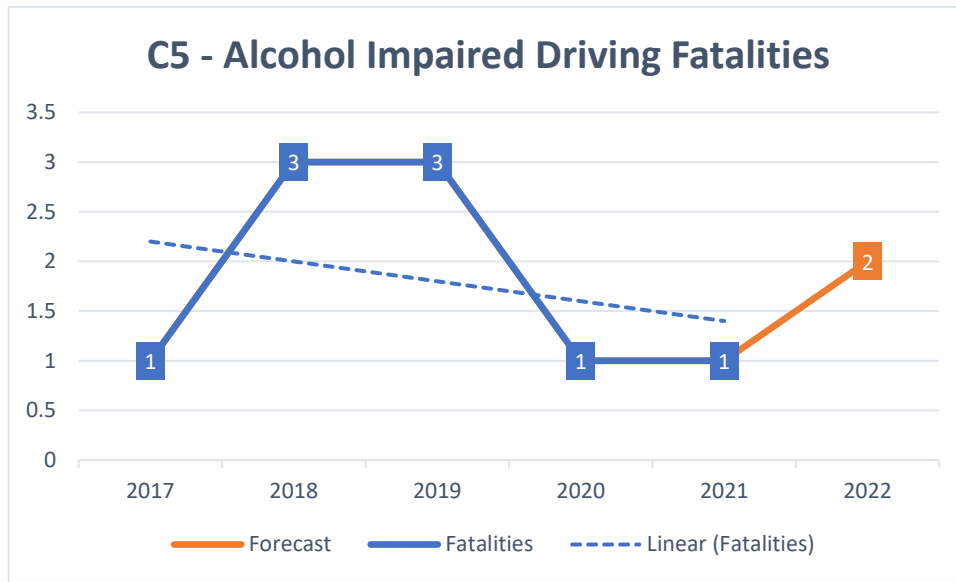
Target Period: 5 Year

Target Start Year: 2019

Performance Measure Justification

Based on early FY 2022 crash data the target for this category will not be met. Thus, the target is set at 4 for 2023 (2019 – 2023) 5-year average to slow the increase of the trendline.

C-5. Number of fatalities caused by alcohol impaired driving



Traffic Records Performance Measure: No

Target Metric Type: Numeric

Target Value: 1

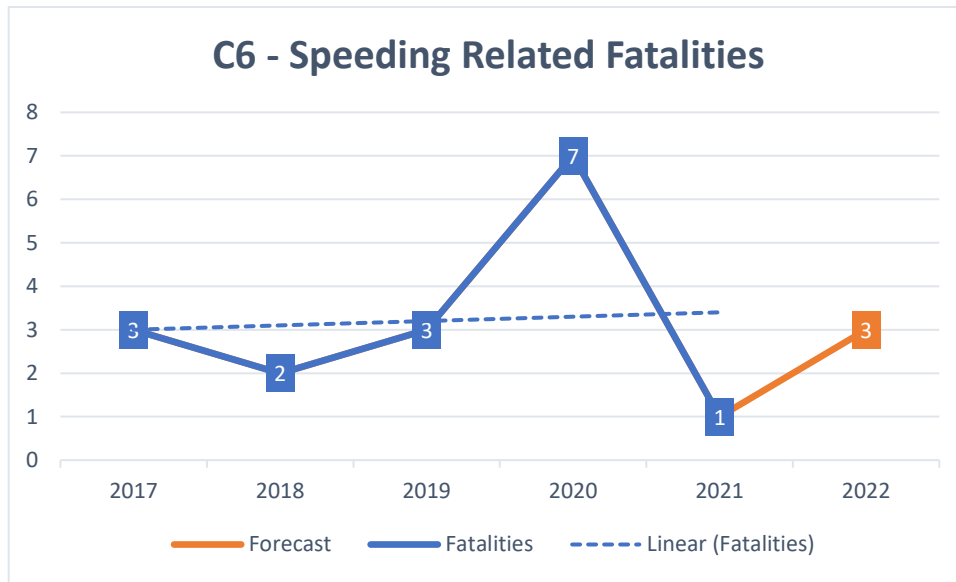
Target Period: 5 Year

Target Start Year: 2019

Performance Measure Justification

This category is forecasting an increase in this category for 2022. Thus, the target value was set at 1 which will lead to a decrease in slope of the trendline for the 2023 (2019 – 2023) 5-year average.

C -6. Number of speeding related fatalities



Traffic Records Performance Measure: No

Target Metric Type: Numeric

Target Value: 3

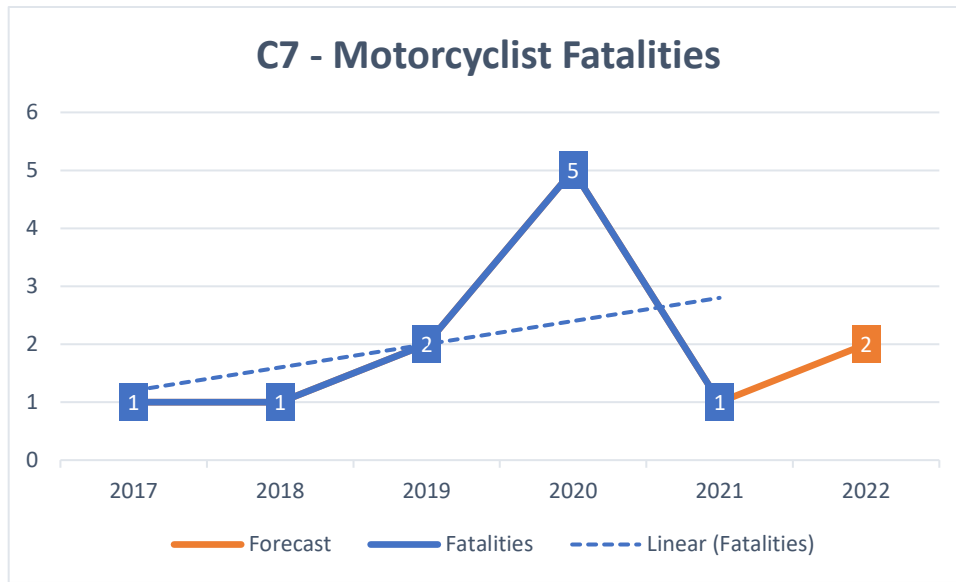
Target Period: 5 Year

Target Start Year: 2019

Performance Measure Justification

The forecast for this category is suggesting it will not meet the target for 2021. Therefore, the target is set at **3** to shift the slope of the trendline downwards for 2023 (2019 – 2023) 5-year average.

C-7. Number of motorcyclist fatalities



Traffic Records Performance Measure: No

Target Metric Type: Numeric

Target Value: 2

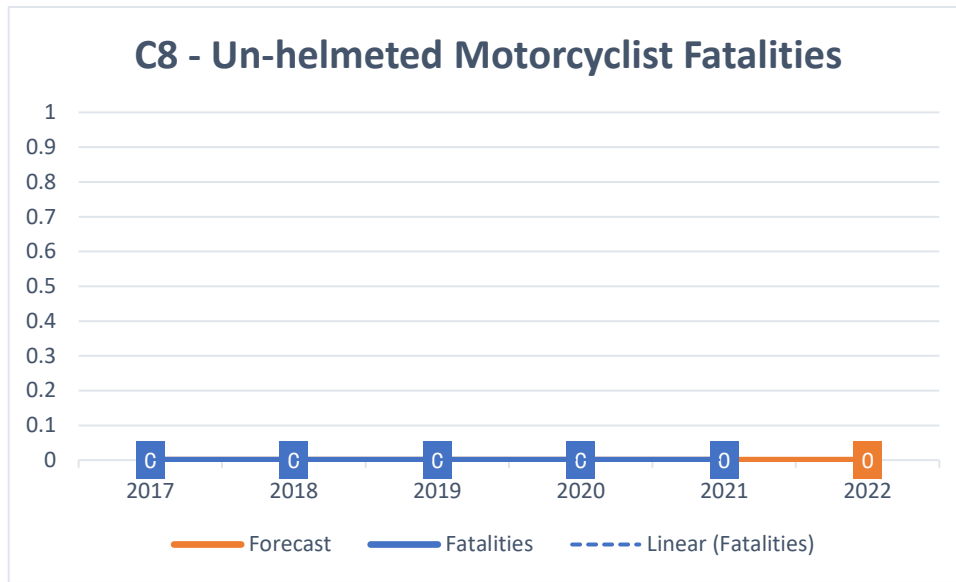
Target Period: 5 Year

Target Start Year: 2019

Performance Measure Justification

Linear trend analysis suggests we will not meet the 2022 target that was set for this category. Therefore, the target is set at **2** so that the slope of the trendline can shift downwards for 2023 (2019 – 2023) 5-year average.

C-8. Number of un-helmeted motorcyclist fatalities



Traffic Records Performance Measure: No

Target Metric Type: Numeric

Target Value: 0

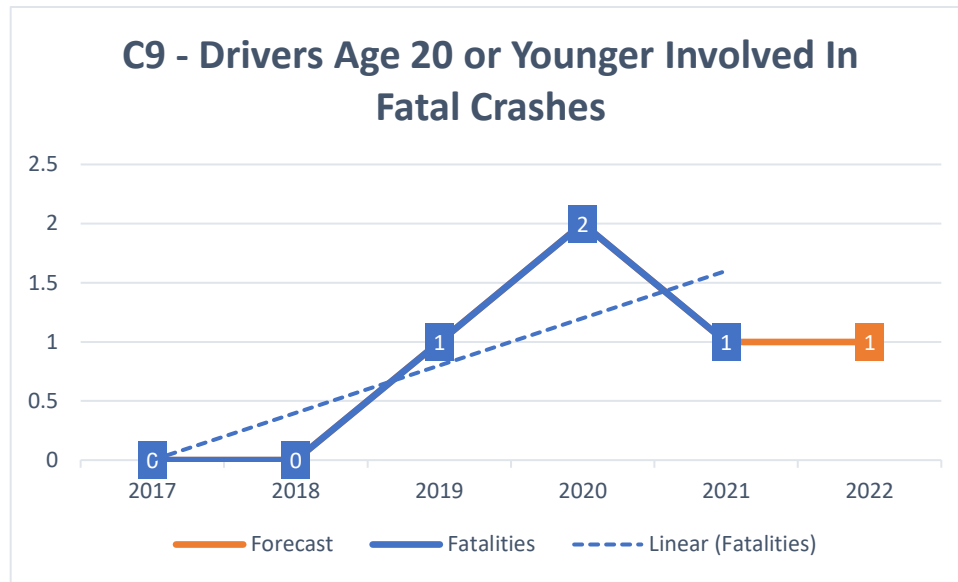
Target Period: 5 Year

Target Start Year: 2019

Performance Measure Justification

For the past 5 years, this category has met its target of 0. The target will remain as **0** for 2023 (2019 – 2023) 5-year average.

C-9. Number of drivers aged 20 or younger fatalities



Traffic Records Performance Measure: No

Target Metric Type: Numeric

Target Value: 0

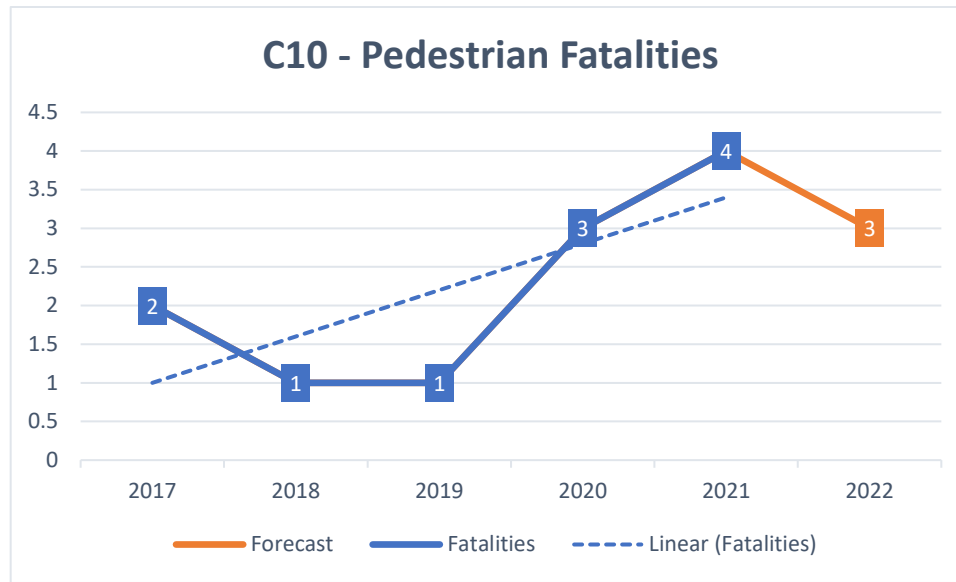
Target Period: 5 Year

Target Start Year: 2019

Performance Measure Justification

This measure is currently trending upwards, but the forecast is suggesting it will meet the target for 2022. To reduce the slope of the trendline by 2023 (2019 – 2023) 5-year average, the target is set at **0**.

C-10. Number of pedestrian Fatalities



Traffic Records Performance Measure: No

Target Metric Type: Numeric

Target Value: 2

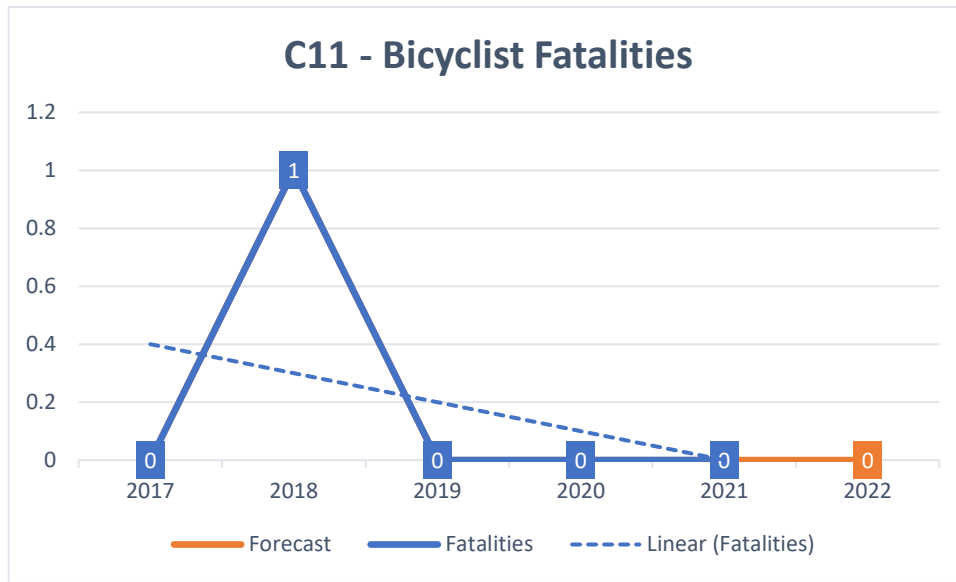
Target Period: 5 Year

Target Start Year: 2019

Performance Measure Justification

Early 2022 crash data has pointed towards an increase in pedestrian related incidents. Therefore, this measure may not meet the target for 2022. To curb the increasing trend of pedestrian fatalities, the target for 2023 (2019 – 2023) 5-year average is set at **2**.

C-11. Number of bicyclist fatalities



Traffic Records Performance Measure: No

Target Metric Type: Numeric

Target Value: 0

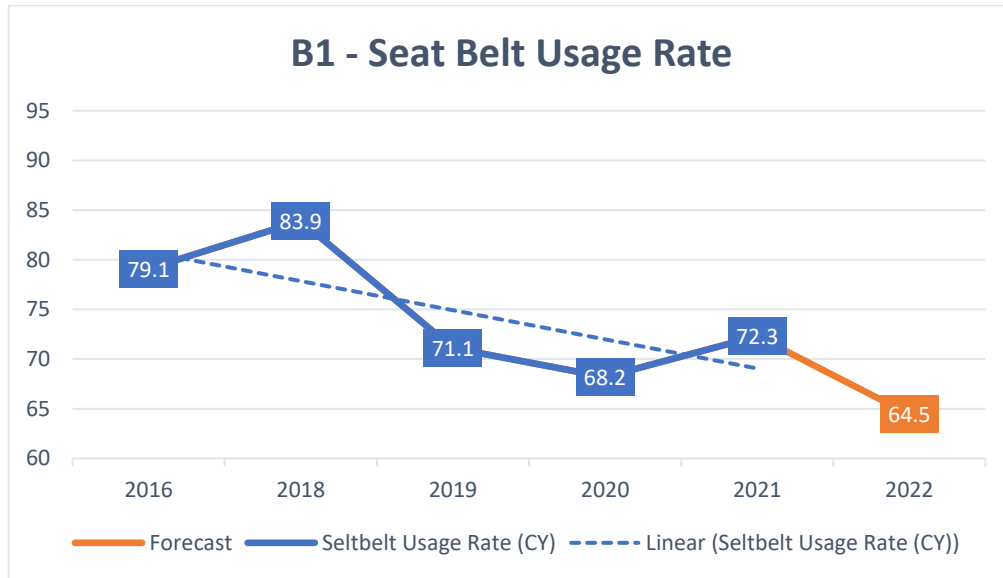
Target Period: 5 Year

Target Start Year: 2019

Performance Measure Justification

Linear trend analysis predicts no change in this category for 2022. Since Bicyclist Fatalities has been almost 0 for the past 5-years, the target is set at 0 for 2023.

B-1. Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)



Traffic Records Performance Measure: No

Target Metric Type: Percentage

Target Value: 78.6%

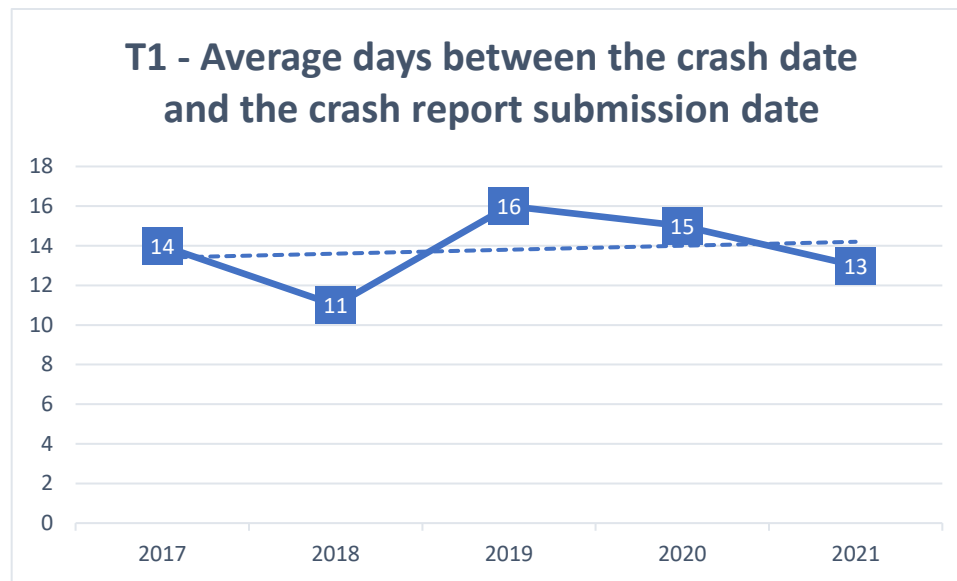
Target Period: Annual

Target Start Year: 2023

Performance Measure Justification

Linear trend analysis is forecasting a decrease in the Seatbelt Usage Rate for calendar year 2022 and the FY 2021 target was not met. Therefore, the target for this measure will be the same as the FY 2021 HSP, **78.6%** for Calendar Year 2022.

Average days between the crash date and the crash report submission date



Traffic records performance measure: Yes

Primary performance measure attribute: Timeliness

Core traffic records data system to be affected: Crash

Target Metric Type: Numeric

Target Value: 5

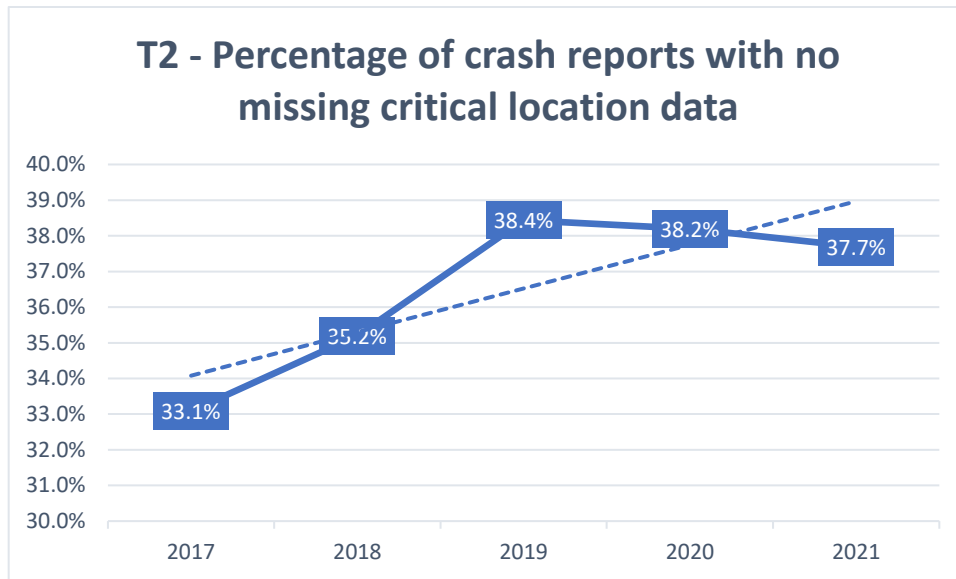
Target Period: Annual

Target Start Year: 2023

Performance Measure Justification

The target value was set based on the standard of the VIPD to submit all crash reports into Report Beam within 5 days of the crash. With the implementation of the TraCS system, the Virgin Islands will be moving towards electronic submission of crash reports. The VIOHS is anticipating, with the new software, upgraded hardware and specialized training, a boost in the timeliness of the crash reports.

Percentage of crash reports with no missing critical location data



Traffic Records Performance Measure: No

Target Metric Type: Numeric

Target Value: 90%

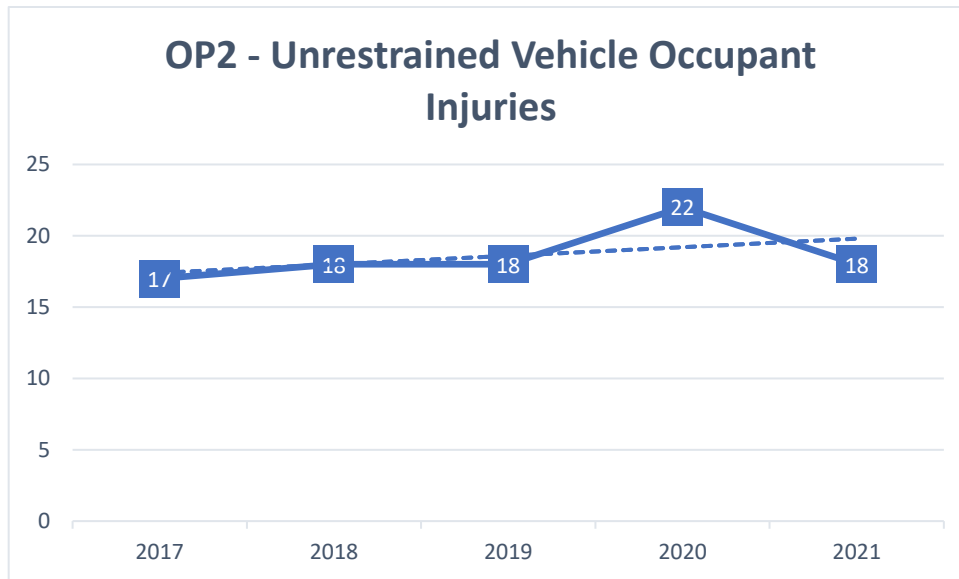
Target Period: Annual

Target Start Year: 2023

Performance Measure Justification

After the implementation of the USVI's new e-Crash/e-Citation system this measure is expected to improve greatly because of the updated validation and business rules included with the electronic crash forms. Therefore, the target is set at **90%** for calendar year 2023.

Unrestrained Vehicle Occupant Injuries



Primary performance measure attribute:

Core traffic records data system to be affected: Crash

Target Metric Type: Numeric

Target Value: 16

Target Period: Annual

Target Start Year: 2023

Performance Measure Justification

Linear trend of this category is suggesting an increase in 2022. However, to curb this increasing trend the target for this measure is set at **16** for calendar year 2023.

PROGRAM AREAS

PLANNING & ADMINISTRATION AGREEMENT

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) denotes a division within the Virgin Islands Police Department responsible for the reduction of traffic crashes, injuries, and fatalities on the roadways throughout the U.S. Virgin Islands. Pursuant to the approval of the Virgin Islands Senate, the division operates on appropriations from the local government and receives the support of the National Highway Traffic Safety Administration Act Sections 402 and 405 (b) grant programs.; and from the Federal Motor Carrier Safety Administration for commercial vehicle traffic safety.

The Planning & Administration project is the cornerstone of the NHTSA funding for the VIOHS. Guided by a renewed mission of improving highway safety territory-wide through the development, promotion, and implementation of educational outreach campaigns; enforcements and community-directed alliances, the VIOHS approaches fiscal year 2023 with clear and measurable objectives, benchmarks, and milestones to ensure success. In adhering to mandates to promote highway safety territory-wide, the VIOHS intends to address community traffic safety issues using the following program areas through the FY 2023 HSP:

- Traffic Records
- Occupant Protection
- Impaired Driving
- Police Traffic Services
- Communications

The design, implementation, monitoring, and evaluation of traffic safety initiatives targeting fatality reduction measures will be led the Director of The Virgin Islands Office of Highway Safety and supported by Highway Safety Program Coordinators, Compliance and Fiscal Officers, and Traffic Data Analyst and Administrative Assistant. **Program Coordinators** are responsible for independently managing assigned program areas, coordinating traffic safety activities, and identifying opportunities to capture evidence-based data useful in promoting highway safety awareness through creating partnerships and facilitating sub-grantee agreements. The **Compliance Officer** will continue to manage, oversee, and provide needed follow-up to achieve the required actions of the mandated Correction Action Plan (CAP) resulting from the 2019 NHTSA Management Review (MR). The priority will be to keep VIOHS activities and sub-recipient projects consistent with the laws, policies, and guidelines of NHTSA and the Government of the Virgin Islands (GVI). The **Fiscal Officer** serves in a technical capacity, providing support and direction on utilizing grant funds within the specified guidelines and conditions of each program and related projects.

The **Traffic Data Analyst and the Junior Analyst** will gather, evaluate, and analyze traffic data to maximize relevancy of output for retrieval and timely distribution of useful crash site. This data will also be used to endorse safety improvements to roadways, conduct effective enforcement activities,

and implement efficient safety campaigns in efforts to save lives territory wide. Initiatives are based on the VIOHS' formulation of the HSP and performance achievements are assessed through an annual report. The short-comings of the traffic records systems of the Territory were highlighted in the MR. The agencies with responsibilities for the six core aspects of traffic records were operating independently and installing systems without interface and inter-connectivity capabilities with other agencies. The re-establishment of the Traffic Records Coordinating Committee (TRCC) to a functioning level is now a priority of the VIOHS to ensure that the traffic records strategic plan for the Territory is developed. Although significant improvements were made in the traffic program area, improved oversight is needed, and the Director will have to work even more closely with the program director to achieve key milestones within the TRCC and the execution of awarded projects to agencies representing the six core aspects of traffic records.

The **Administrative Assistant** duties and responsibilities include providing administrative support to ensure efficient operation of the office. Within the GVI, the procurement division of the Department of Property and Procurement has implemented changes to the system and are demanding more professional serves contracts for project activities and their related expenditures. The core duties of this position would be to assist the Director with the forward movement of all documents, tracking the approvals within VIPD, DPP, DOF, HR and OMB to move the unit spending forward to improve percentages of reimbursement. The Administrative Assistant will also be responsible for maintaining the attendance files for VIOHS staffers.

The VIOHS continues to be guided by the CAP as it is mandated to ensure all aspects of the CAP are established, implemented, and adhere to on a continuing basis. VIOHS Planning and Administration project aims to provide management and support services for the activities aimed at increasing awareness of the dangers of "risky" traffic safety behaviors, thereby reducing fatalities and increasing seatbelt usage throughout the Virgin Islands, engaged drivers and reduce incidences of impaired driving as a result of enforcement activities. Success will be measured by determining whether VIOHS is able to achieve FY2023 goals relevant to *Core Performance Measures*.

Project Title: Planning and Administration

Project Number: 23-PA-402

Funding Source: Fast Act NHTSA 402

Indirect Cost Rate: 25.14%

Personnel and Fringe Benefits:

Fiscal Officer - serves as the accounting technical support for the Fiscal Section, which handles all aspects of the NHTSA grant programs within the VI Office of Highway Safety to include grant budgets, supervision of purchasing and accounting functions, coordination with central accounting processes financial voucher requests for the VIOHS grant programs. While the Grants Tracking System (GTS) remains the main fiscal reporting system of NHTSA, the Fiscal Officer must be fully versed in all operational sections for use by the USVI. This position will be split 90/10 between NHTSA and FMCSA.

Compliance Officer (Supervising Coordinator) - will work to continue improve and implement the suite of compliant solutions to keep VIOHS activities consistent with the laws, policies, and guidelines of NHTSA and the GVI. The position is also responsible for monitoring expenditures, maintaining a log of assets and verification of program objectives and activities to ensure compliance with federal guidelines as set forth by NHTSA, and keeping the VIOHS' Policies and Procedures Manual current.

Administrative Assistant - duties and responsibilities include providing administrative support to ensure efficient operation of the office. Supports the Director and staffers through a variety of tasks related to Highway Safety. Responsible for confidential and time sensitive material. Within the GVI, the procurement division of the Department of Property & Procurement has implemented changes to the system and are demanding more professional services contracts for project activities and their related expenditures. This position will be split 80/20 between NHTSA and FMCSA.

Operating Expenses:

Travel/Training is needed for professional growth and knowledge to ensure program efficiency continues to be at the forefront. All travel and training require prior approval of NHTSA Region 2.

Operating and Office Supplies are needed to carry out the mission and vision of the Planning and Administration program. Supplies include but are not limited to copy paper, cleaning supplies, and other necessary supplies.

Equipment (Vehicle) Cost is needed in support of administrative duties to include participating in intergovernmental agencies (DOF, DOP, DPP, OMB, LGO, and VIPD) meetings, Budget Committee Hearings and Meetings in support of federal funds in the territory, TRCC meetings, Media Campaign Meetings, Education and Outreach Activities in support of all NHTSA programs, and Sub-recipient's meetings and monitoring, and VIOHS Annual Appreciation Luncheon. Please see attached Quote in support of a 2022 RAV4 HV which fall in line with the Governor's energy usage for the territory.

PERSONNEL COSTS

POSITION	GROSS SALARY	FRINGE	TOTAL SALARY & FRINGE	PROJECT %	TOTAL CHARGED TO PROJECT
FISCAL OFFICER	\$ 55,879.00	\$ 27,342.48	\$ 83,221.48	90	\$ 74,899.33
COMPLIANCE OFFICER	\$ 61,200.00	\$ 35,091.60	\$ 96,291.60	100	\$ 96,291.60
ADMIN. ASSIST./PARALEGAL	\$ 55,000.00	\$ 27,042.30	\$ 82,042.30	80	\$ 65,633.84
TOTAL	\$ 172,079.00	\$ 89,476.38	\$ 261,555.44		\$ 236,824.80

FRINGE CALCULATIONS

POSITION	FICA	MED	RETIREMENT	HEALTH	WKM. COMP	TOTAL
FISCAL OFFICER	\$ 3,464.50	\$ 810.25	\$ 14,807.94	\$ 7,783.00	\$ 476.80	\$ 27,342.48
COMPLIANCE OFFICER	\$ 3,794.40	\$ 887.40	\$ 16,218.00	\$ 13,714.80	\$ 476.80	\$ 35,091.60
ADMIN. ASSIST.	\$ 3,410.00	\$ 797.50	\$ 14,575.00	\$ 7,783.00	\$ 476.80	\$ 27,042.30
TOTAL	\$ 10,668.90	\$ 2,495.15	\$ 45,600.94	\$ 29,280.80	\$ 1,430.40	\$ 89,476.38

OVERTIME

There are periods during the year when the staff will be required to work additional hours to meet required deadlines and still maintain the operations of the VIOHS.

OVERTIME					
	Hourly Wage	Projected OP hours	OT Wages	OT Fringe – 7.65%	TOTAL OT COSTS
FISCAL OFFICER	\$ 26.86	208	\$11,175.80	\$ 854.95	\$ 12,030.75
ADMIN. ASSIST.	\$ 26.44	208	\$11,000.00	\$ 841.50	\$ 11,841.50
					\$ 23,872.25

PERSONNEL	\$ 155,491.00
FRINGE	\$ 78,807.48
OVERTIME	\$ 23,872.25
SUPPLIES	\$ 5,000.00
TRAINING	\$ 20,000.00
INTER-ISLAND TRAVEL	\$ 10,000.00
OTHER	\$ 0.00
EQUIPMENT	\$ 36,500.00
SUB-TOTAL	\$329,670.73
INDIRECT COSTS (25.14%) excluding Equipment	\$ 73,703.12
TOTAL	\$403,373,85

Intended Subrecipient

US Virgin Islands Office of Highway Safety

Traffic Records Program

Description of Traffic Records Problems

The USVI's traffic records system provides the basic information necessary for efficient and successful highway safety efforts throughout the Territory. The Territory's traffic records system is used to perform problem identification, establish targets and performance measures, allocate resources, determine the progress of specific programs, and support the development and evaluation of highway and vehicle safety countermeasures.

However, there are significant problems with traffic records in the Territory. These problems include a lack of accuracy, timeliness, completeness, and integration within agencies' data systems and performance measures to track these data qualities. Collecting timely, accurate, and relevant traffic safety data continues to present challenges for the Territory. The latest traffic records assessment was conducted from March to May of 2022 and the final report was published on June 8th, 2022. The report mentioned that the USVI has made great steps forward in improving its traffic records system over the past five years. However, there are still plenty of opportunities for substantial improvement across all the traffic records system including improving the quality of traffic records data, developing/updating data dictionaries, process/workflow charts and user manuals, and improve data sharing capabilities amongst the data systems and agencies.

The Traffic Records Coordinating Committee (TRCC) executive members are:

- ❖ VIPD – Ray A. Martinez, Commissioner of Police –Crash/Citation Database
- ❖ BMV – Barbara McIntosh, Director – Driver, Vehicle Database
- ❖ DPW – Derek A. Gabriel – Commissioner of Public Works – Roadways
- ❖ SC – Kevin Williams – Assistant Administrator of Courts – Citation/Adjudication
- ❖ EMS – Iotha Prince – Manager - Dept. of Health EMS Office – Injury Surveillance
- ❖ LGO-GIS – Chris George – Administrator GIS Division – Roadways
- ❖ VITEMA – Barbara Petersen – Assistant Director – 911 Call Center
- ❖ BIT – Rupert Bruce – Information Technology
- ❖ VIOHS- Daphne O'Neal, Director

The Traffic Record Coordinating Committee (TRCC) was re-established in the January 2020 and has been functioning since then. The current roster includes at least one representative for each of the core TRS databases. Since majority of the current representatives are executives,

the Traffic Records Coordinator should aim to engage with more of the technical staffers from the TRCC members.

The traffic records databases should be integrated with each other and the USVI has started these efforts with linking the Driver/Vehicle system to the Citation/Adjudication system in the FY 2021. The VIOHS has hired a subject matter expert (SME) to conduct a strength, weakness, opportunity, and threat analysis on the TRS and develop a plan to guide the integration of these systems. The analysis has already started and all the TRCC's member agencies has been interviewed for it at least once.

An updated Traffic Records Strategic Plan (although delayed by contracting issues) is also anticipated to be developed during FY 2022 or early FY2023. The vendor has been selected and the contract is being finalized. The updated strategic plan will be provided the TRCC with even more insight on much needed improvement to TRS, how to prioritize improvements and also allow the USVI to be eligible for 405c funding.

Performance Measures

Calendar Year	Performance measure name	Target end year	Target period	Target Value
2023	Average days between the crash date and the crash report submission date	2023	Annual	5
2023	Percentage of crash reports with no missing critical location data	2023	Annual	90%

Countermeasure Strategy:

Traffic Records Program Management

Improve TRCC Activities and Function

Program Area: **Traffic Records**

Project Description

The efficient implementation of highway safety programs remains critical to the success of the VIOHS efforts to promote highway safety compliance through education, awareness and the resulting reduction in crashes and serious injuries territory wide. The Program Coordinator/Traffic Analyst goal is to ensure that VIOHS' traffic programs/initiatives are designed and conducted based on data-driven evidence. Evidence which will comprise of a combination of analyzed traffic data and recommendations gathered from the TRCC.

Planned Activities in Countermeasures

Unique Identifier	Planned Activity Name
23-TrMAN-402	Highway Safety Office Program Management Project
23-TRSP-402	TRCC and Traffic Records Strategic Plan Maintenance

Planned Activity: Highway Safety Office Program Management Project – VIOHS Traffic Record Management

Unique Identifier: **23-TrMAN-402**

Description

The VIOHS Traffic Analyst will be responsible for the management of the office’s traffic records program which will support highway and traffic safety decision making and long- range transportation planning. The traffic analyst position is necessary as it uses tools such as the traffic records assessments to identify deficiencies within the different data systems. For example, it should be able to identify the location and causes of crashes, for planning and implementing countermeasures, for operational management and control, and for evaluating highway safety programs and improvements. This position also researches costs of planned activities to ensure that planned activities are executed within a reasonable budget.

The analyst will also serve as the VIOHS representative throughout the implementation of the e-citation system as well as a critical component in the development of the programs strategical plan. As the 2022 Traffic Records Assessment has been completed, the analyst will assist the TRCC membership in the development of projects relating to the recommendations made in the assessment.

The traffic records position will represent the interest of the VIOHS, agencies, and stakeholders within the highway and traffic safety community. This position will be responsible for reviewing and evaluating new technologies to keep the highway safety data and traffic records systems up to date. This position will track all changes and issues related to ongoing projects, such as preparation, development, and implementation of the strategic plan, project management and TRCC meetings. Provide follow up, technical assistance and evaluate performance of Traffic and Criminal Software system while working closely with the VIPD’s MIS Director.

Intended Sub-recipient

Virgin Islands Office of Highway Safety

Primary Countermeasure Strategy

Traffic Records Program Management

Funding Source

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
		Yes	\$250,000

Planned Activity: TRCC and Traffic Records Strategic Plan Maintenance

Unique Identifier: **23-TRSP-402**

Countermeasure Strategy:

Improve TRCC Activities and Functions

Description

For the U.S. Virgin Islands to qualify for NHTSA’s Section 405(c) grant the Territory must submit, with its Highway Safety Plan, a Traffic Records Strategic Plan. The strategic plan requirement (23 CFR 1300.22(b)(2)) states that strategic plans must accomplish the following:

- Describe specific, quantifiable, and measurable improvements that are anticipated in the State’s core safety databases.
- Provide a list of all recommendations from the most recent traffic records assessment.
- Identify which traffic records assessment recommendations the State tends to address, along with which Highway Safety Plan (HSP) projects will address each recommendation, and the performance measure used to track progress.
- Identify which recommendations from the traffic records assessment the State will not address and provide reasoning.

The 2022/2023 Traffic Records Strategic Plan will be developed based off recommendations made by NHTSA in the 2017 & 2022 Traffic Records Assessment and a more current situational analysis conducted by the contractor to develop the strategic plan. The Traffic Records Assessment is performed every 5 years and the most recent was completed in June 2022.

Ideally, the TR strategic plan is updated annually to reflect recent improvements to the TRS, therefore this funding will be provided to the TRCC to support the update of its 2021 TR Strategic Plan, coordinate its meetings and to develop and track critical performance measures for all TR data systems. All of which are crucial for the USVI to be eligible for the 405(c) grant.

Intended Sub-recipients

The Virgin Islands Traffic Records Coordinating Committee

Funding Source

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2022	BIL NHTSA 402	Yes	\$75,000

Countermeasure Strategies:

Oversee Quality Control and Traffic Records Data Improvements

Improve Traffic Records System Integration

Improve Procedure and Process Flows Within the Traffic Records System

Program Area: **Traffic Records**

Project Description

It is required for States and Territory to have an established Traffic Records Coordinating Committee that is composed of members representing the interests of traffic safety data collectors, managers, and users. The VI TRCC is now active and will help oversee and support efforts to improve the data systems, data qualities and analytical capabilities of the Territory.

For this to be achieved, quality traffic records data exhibiting the six primary data quality attribute- timeliness, accuracy, completeness, uniformity, integration, and accessibility- is necessary. This data can then be used to improve data systems, traffic safety and effectively manage the motor vehicle transportation network, at the Federal, State, and local levels. Such data enables effective problem identification, countermeasure development and application, and outcome evaluation for highway and traffic safety projects within the U.S. Virgin Islands.

The VI TRCC's Traffic Records Strategic Plan is expected to be completed by the end of FY 2022. This plan will assist the territory in identifying problems within the traffic records system and help to prioritize improvement efforts for FY 2022.

The traffic records program has seen an increase in activity during the past three FY which includes the launch of its system integration efforts and solidifying a plan to boost integration; Re-established partnerships/agreements with the DOH-EMS office, the BMV and the SC; Supported major hardware upgrades for critical components of the TRS; and an increase in the TRS representation in the TRCC meetings.

Planned Activities in Countermeasure

Unique Identifier	Planned Activity Name
23-BMV-402	Bureau of Motor Vehicle's System and Data Improvements
23-EMSDS-402	EMS Data Support
23-TRSII-402	Traffic Record System Improvement Initiatives

Planned Activity: Bureau of Motor Vehicle's System and Data Improvements

Unique Identifier: **23-BMV-402**

Countermeasure Strategy:

Oversee Quality Control and Traffic Records Data Improvements

Improve Traffic Records System Integration

Improve Procedure and Process Flows Within the Traffic Records System

The BMV has identified three areas in which the integration with the court and insurance companies' systems will improve BMV 's ability to track drivers, vehicles and the insurance status of both. The project will include vehicle/driver data cleansing, vehicle insurance verification and the establishment of a USVI vehicle drivers points system and a problem driver educational program.

Objective #1:

Description

This project will support the BMV's data cleansing efforts which aims to utilize their current system developer, Omni System, to reviews all their customers records within their databases to detect, correct, or remove the inaccurate records. The BMV and Omni System has already began discussing the details of the project and the BMV is planning on a FY 2023 started date.

The VIOHS believes this objective will improve on the data attributes for the Driver and Vehicle records such as its accuracy, completeness, and uniqueness.

Objective #2:

Description

The BMV is currently working towards upgrading their vehicle records software capabilities by installing a module that allows the agency to actively monitor the insurance status of the vehicles in the Territory. The details of the best methods to integrate the insurance companies' information with the BMV system is ongoing. BMV anticipates that the major insurance carriers will lead, and with their successful interface of only the relevant traffic data, the smaller "mom and pop" agencies will follow. With the successful first step, quality control and monitoring will require additional staff whose duties will include but not be limited to alerting drivers of insurance status changes and reporting system operational deficiencies. When completed, the program can provide the funding necessary for the BMV to hire personnel which will be task with the management of the newly acquired system, if necessary.

Objective #3:

Description

During FY 2021 and 2022 the integration between the SC and the BMV was completed. The BMV plans on building upon this integration by upgrading their driver records software capabilities by installing a module that allows the agency to actively track, store and analyse driver’s driving history so the agency can actively enforce the VI’s driver’s point system laws. These laws were developed to identify problem drivers and offer behavioural interventions to reduce risky driving on the Territory’s roadways. The details of the best methods to integrate the SC points systems with the BMV system are ongoing. Therefore, it was delayed for further development and inclusion in FY 2022. The VIOHS will provide the funding necessary to facilitate the BMV’s driver system upgrading efforts and allow them to hire personnel which will be task with the management and enforcing the VI’s point systems laws. Some examples of the staffer’s responsibilities include notifying drivers of points deductions, creating and hosting educational interventions for problem drivers.

Intended Sub-recipients

Virgin Islands Bureau of Motor Vehicle

Funding Source

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2022/2023	BIL NHTSA 402	Yes	\$500,000

Planned Activity: EMS Data Support

Unique Identifier: **23-EMSDS-402**

Countermeasure Strategy:

**Oversee Quality Control and Traffic Records Data Improvements
Improve Procedure and Process Flows Within the Traffic Records System**

Description

The Department of Health Office of Emergency Medical Services (VIEMS) provides out of hospital emergency care to patients with traumatic injuries and medical emergencies from initial 911 call to dispatch, field response, transport, and transfer to the Emergency Room. The

VIEMS continuously aims to improve on their operational procedures, process flows, medical charting system and the quality of injury surveillance data that they gather.

During fiscal year 2021 & 2022, the VIEMS was awarded funding to assist with their traffic records related improvement efforts. The awarded funds were used; to outfit emergency medical technician with updated Toughbook which has the technologies needed to connect to the Territories public safety Records Management System; to provide re-certification and data quality control training to the EMS staff; To upgrade the EMS charting system to include new business rules and data validation abilities; and to support the annual maintenance fees for the charting system.

Recently, the VI Legislature has approved the bill placing the VI EMS office under the authority of the VI Fire Department. It is anticipated that this move will take effect in FY 2023. Therefore, the VIOHS plans to continue providing funding to support the VIEMS' as it is likely that increasing trainings efforts will be needed during this new merger.

Intended Sub-recipients

Virgin Island Department of Health – Office of Emergency Medical Services

Virgin Island Fire Department

Funding Source

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2023	BIL NHTSA 402	Yes	\$100,000

Planned Activity: Traffic Records System Improvement Initiatives

Unique Identifier: **23-TRSII-402**

Countermeasure Strategy:

**Oversee Quality Control and Traffic Records Data Improvements
Improve Procedure and Process Flows Within the Traffic Records System**

Description

With the final report of the 2022 traffic records assessment completed, the VIOHS anticipates an increase in improvement efforts across the traffic records stakeholders. This project will

include support for necessary improvement to the current capabilities of the TRS such as establishing linkage with between systems, cleaning historical data, upgrading system capabilities, and provide effective training for the technical staffers and system users.

The USVI begun its data systems integration efforts during the FY 2021 with the SC and the BMV working towards linking their respective data system. This integration will lead to more effective enforcement of driver liens and management of driver points after traffic offense dispositions.

Further linkage amongst the TRS is pivotal to the improvement of the quality and value of the data within it. After the installation and launch of the e-Citation software, TraCS, VIOHS is anticipating an increased in the traffic records stakeholders’ interest to integrate their system with it. A situational analysis on the TRS will be conducted to develop an integration plan for the different system. Once completed, this plan will be used to identify common data elements across the systems and present opportunities for linkage amongst them. With the integration plan, the TRCC members will be able to effectively communicate with their systems developers about the improvements needed to facilitate linkage to other external TR databases.

This project will also assist custodians of the traffic records databases to obtain the resources necessary for them to collect/store traffic records data; update/cleanse historical traffic records data and analyze/measure the performance of their respective databases. These resources will include eligible personnel, trainings, professional services, equipment, and supplies. After the completion of the integration with BMV, the SC is planning to clean their historical data to improve the quality of citations.

The LGO/GIS unit will continue its efforts of improving picture quality of the captured imagery of plotting data using available traffic records program funding.

Intended Sub-recipients

Agency	System	Estimated Funding
Lieutenant Governor’s Office	Roadway	\$40,000
Superior Court of the Virgin Islands	Citation & Adjudication	\$40,000
Department of Justice	Citation	\$40,000
Virgin Islands Police Department	Crash & Crash	\$40,000
Department of Health/ Fire Department	EMS	\$40,000
Virgin Islands Territorial Emergency Management Agency	911 Call Center	\$40,000

Funding Source

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2023	BIL NHTSA 402	Yes	\$240,000

Planned Activity: VIPD TraCS (e-Citation) Maintenance

Unique Identifier: **23-eCITE-402**

Countermeasure Strategy:

**Oversee Quality Control and Traffic Records Data Improvements
Improve Procedure and Process Flows Within the Traffic Records System**

Description

Intended Sub-recipients

Virgin Islands Police Department

Funding Source

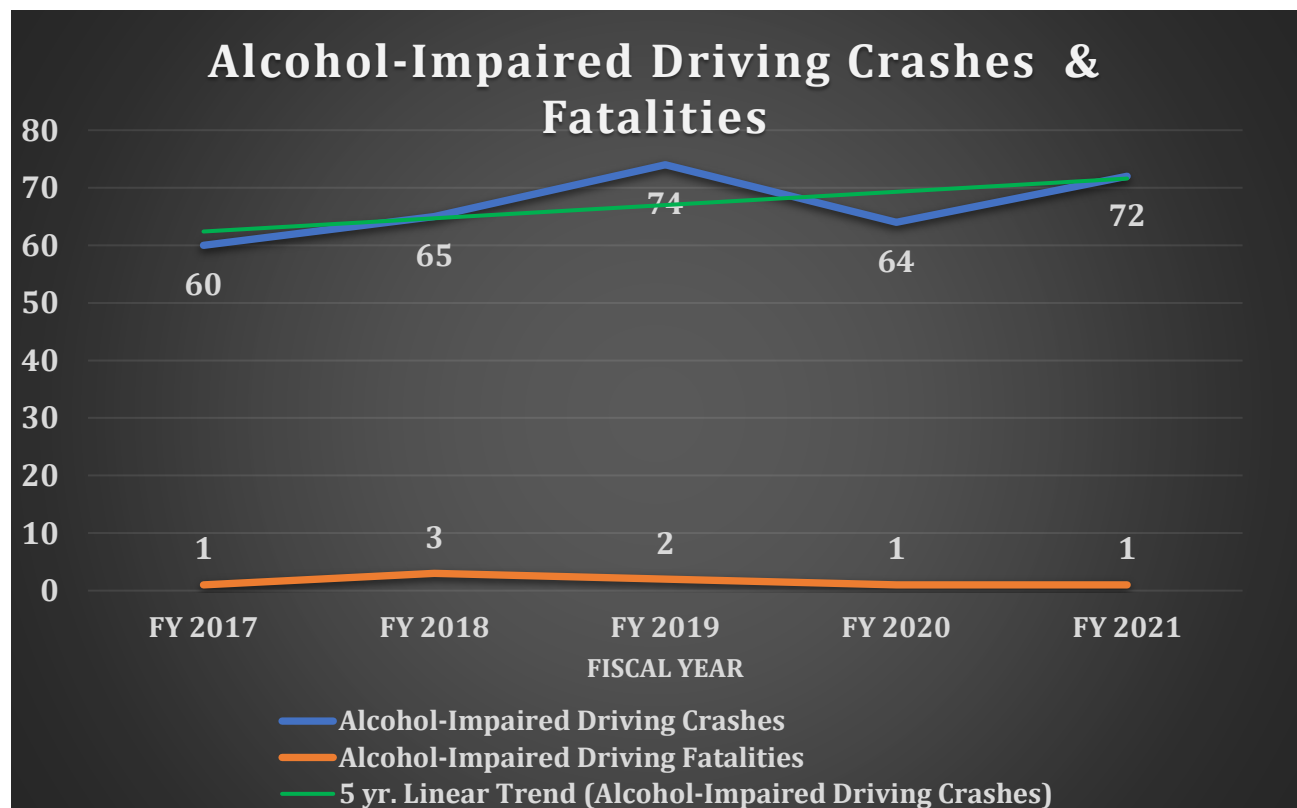
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2023	BIL NHTSA 4002	Yes	\$100,000.00

Program Area: Impaired Driving (Alcohol)

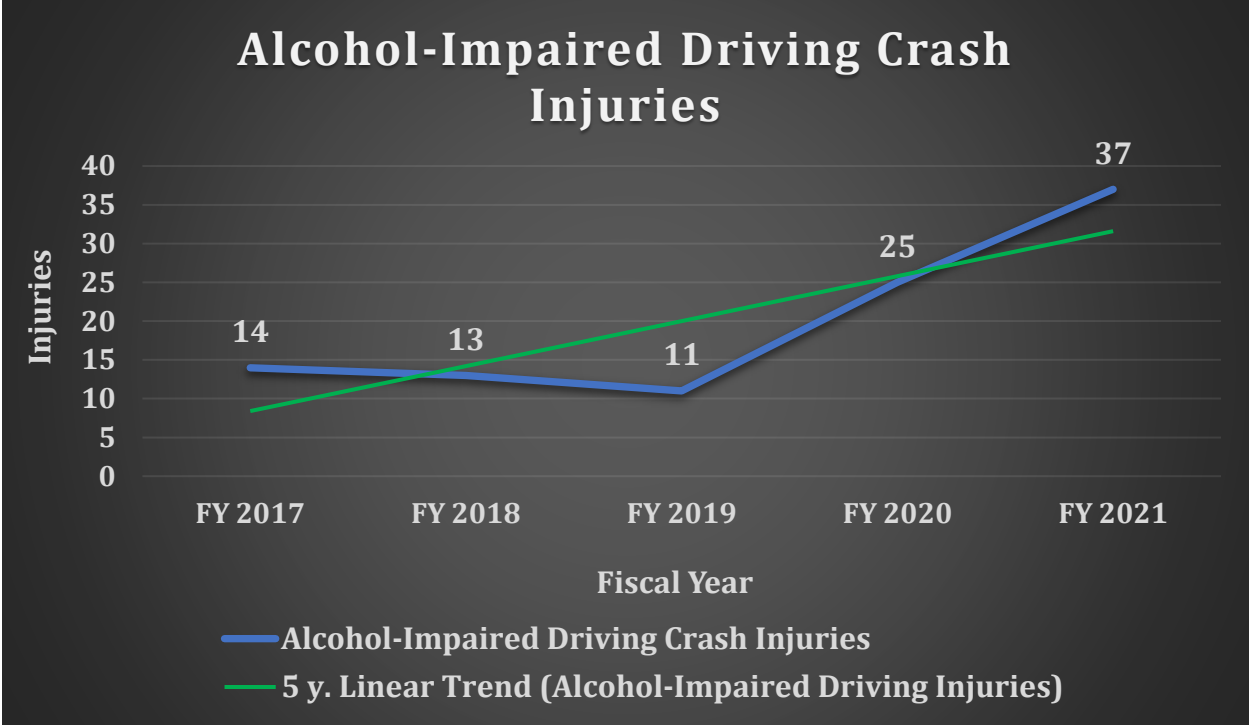
Description of Highway Safety Problems

Impaired driving continues to be a significant concern in the territory. Impaired driving is defined as driving under the influence (DUI) of alcohol and/or legal (prescription and over-the-counter) and/or illegal drugs. The Virgin Islands Office of Highway Safety (VIOHS) recognizes the magnitude of how alcohol impacts roadway safety. It is a complex social issue that involves all areas of the criminal justice, health care, and education systems. With continued support through grant-funded projects to address impaired driving and utilizing proven countermeasures to reduce alcohol-impaired driving-related crashes, injuries, and fatalities.

In the Fiscal Year (FY) 2021, the Virgin Islands had **4,246** crashes territory-wide, and the St. Croix district experienced **1,418** with St. Thomas/St. John district with a total of **2,828** (**2,653** in St. Thomas with **175** in St. John). Alcohol-impaired driving-related crashes comprise **72** territorially, with **32** in the St. Croix district and **35** in St. Thomas with **5** in the St. John district. Alcohol-impaired driving-related crashes continue to increase, an **12.5%** increase from the reported **64** in FY 2020. Alcohol-impaired fatalities remain at **one** transpired in the St. Croix district of the **11** reported fatalities territorially, a **21.43%** decrease in FY 2020 reported **14** fatalities. The chart below represents impaired driving crashes and fatalities from FY 2017 to 2021.



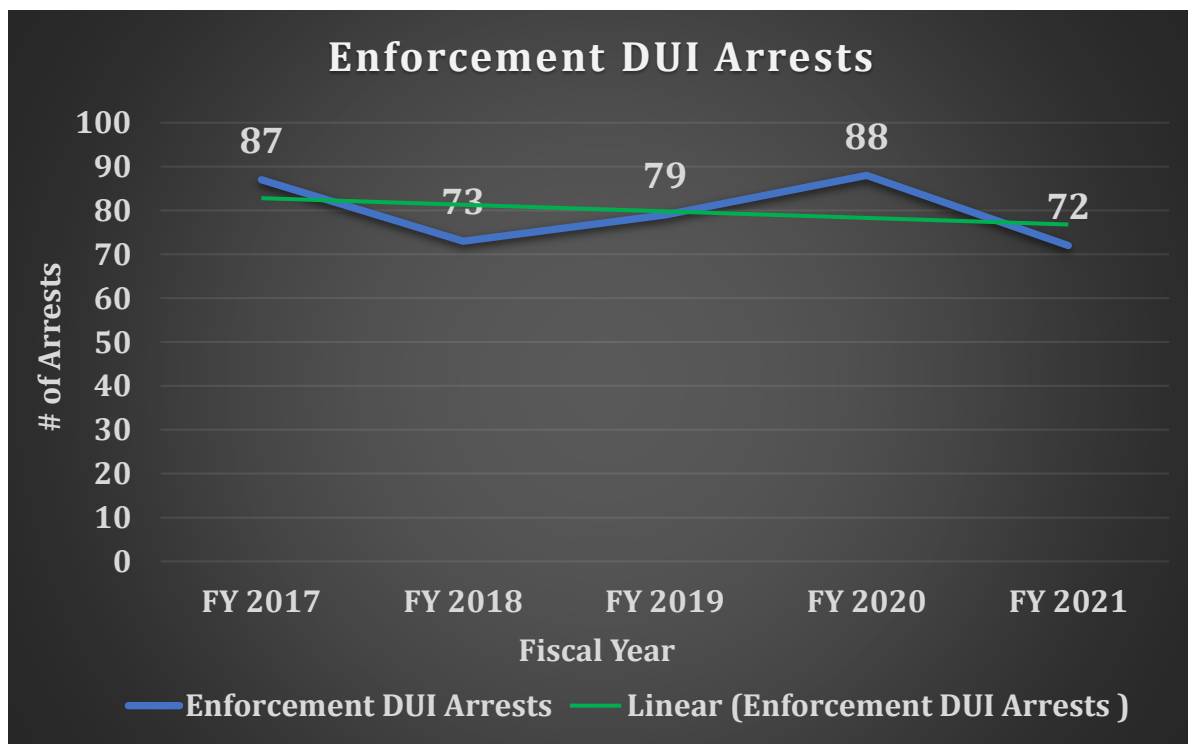
The Territory experienced **37** alcohol-impaired driving crash injuries, of which **19** transpired in the St. Croix district, whereas **18** occurred in St. Thomas/St. John district. The chart below outlines alcohol-impaired driving injuries, and the five-year trend analysis shows a **48%** increase in alcohol-impaired driving injuries from FY 2017-to 2021. Alcohol-impaired injuries encompass **51.39%** of alcohol-impaired driving-related crashes reported **72** in FY 2021, highlighting the problem.



Impaired Driving DUI Arrests

The Virgin Islands Police Department enforcement apprehended **72** DUI arrests territorially. Of the **72** DUI arrests (the St. Croix district arrested **33**, with **39** in St. Thomas/St. John district). Driving under the influence of alcohol and other substances is a leading risk factor contributing to traffic collisions. The FY 2021 data show an increase in impaired driving-related crashes despite a notable **18.18%** decrease in DUI arrests from enforcement territory-wide from the previous fiscal year displayed in the chart. In FY 2021, local and grant-funded enforcement apprehended **27** drug arrests, **12** in Croix and **15** in St. Thomas/St. John district ranging from marijuana and cocaine. There was an evident increase of **58.82%** of the **17** drug arrests reported in FY 2020.

On the other hand, the Virgin Islands does not have a law enforcement phlebotomy program that can be implemented, as the Virgin Islands does not have a lab or a facility to store bodily fluids. Not to mention, the VI law does not permit law enforcement; only a physician, registered professional nurse, or laboratory technician acting at the request of a police officer to withdraw blood and determine the alcoholic or drug contained therein. The Virgin Islands Annotated Code Title 20 Section §493c ([20 VIC § 493c](#)) Chemical tests. [20 VIC § 493](#) Driving while under the influence of intoxicating liquors or controlled substances: violations; penalties [20 VIC § 493a](#)-DUI, [20 VIC § 493c](#), [14 VIC § 485](#) Selling or serving alcoholic beverages to minors; employing minors to make or dispense alcoholic beverages, [32 VIC § 218](#)- Collection of samples. As such, to implement this program it will be needed to be contracted to begin with altering the VI code to allow officers to



According to NHTSA, men are most likely to be involved in this type of crash, with four male drunk drivers for every female drunk driver. DUI arrests in the territory have indicated that 84.4% are men who decides to drink and drive as women comprise of 15.6%. The chart below presents a **10%** increase in ages 56, and higher, a **5%** increase in ages 35-55, a **5%** decrease in 21-35 age groups, and the 16-20 age groups remain at zero in FY2021 reported percentages of DUI arrests and fatalities in FY 2020.

<i>Age</i>	<i>% of DUI Arrests</i>	<i>% of Fatalities</i>
56 or higher	38%	-%
36-55	49%	-%
21-35	25%	100%
16-20	-%	-%
16 and below	-%	-%
Total	100%	100%

Project Safety Impacts

This countermeasure augments VIOHS's objective of reducing traffic-related crashes, serious injuries, and fatalities. The Impaired Driving Management Program supports a variety of strategies that target individuals driving under the influence of alcohol and drugs, drowsy, and distracted drivers. Under this countermeasure strategy, the Coordinator will work with the Law Enforcement Liaison of Police Traffic Services to ensure the success of Impaired Driving Enforcement and collaborate on outreach efforts territory wide. And coordinate and participate in outreach events throughout the territory to curtail impaired driving incidences.

Linkage Between Program Area

The efficient implementation of highway safety programs remains critical to the success of VIOHS. Efforts to promote highway safety compliance through education campaigns, public awareness, and the reduction in incidences of impaired driving and related crashes have been key factors in assessing the effectiveness of the VIOHS. The inclusion of a Coordinator to develop and facilitate activities geared toward mitigating the risks associated with impairments among motorists on the territory's highways supports the overall objective of the VIOHS' mission to curtail impaired driving incidences.

Rationale

Planned Activities in Countermeasure Strategy

Unique Identifier	Planned Activity Name
23-IDMAN-402	Impaired Driving Management Grant

Planned Activity: Impaired Driving Management Grant

Planned Activity Number: **23-IDMAN-402**

The Traffic Safety Manager for the Impaired Driving Highway Safety Program will assist in the VIOHS' effort to promote highway safety throughout the U.S. Virgin Islands. Primary responsibilities include successfully developing and implementing targeted activities and contributing to improving highway safety throughout the Territory. In support of this measure, the Coordinator would be responsible for creating quarterly meetings with key Government agencies such as the Virgin Islands Police Department (VIPD), Department of Education (DOE), and the University of the Virgin Islands (UVI) and non-governmental and non-profit agencies to develop strategies promoting safe and responsible driving behaviors throughout the Territory. The quarterly meetings must have a minimum of 4 involved entities, including VIOHS. Each session should result in a measurable strategy to minimize the impact of impaired driving in the Territory.

Additional duties will comprise program planning, initiating community outreach activities, accounting for relatable data, and assisting with implementing the overall objectives and initiatives of the VIOHS. The Traffic Safety Manager will oversee, monitor, and evaluate sub-recipients under the Impaired Driving Program Area. Contribute to developing the VIOHS' Annual Report, the Highway Safety Plan, and facilitating staff education and development

surrounding impaired driving. This position serves as the single statewide resource responsible for managing grant proceeds under the Impaired Driving program area. The program area is responsible for implementing alcohol and drug impairments and drowsy and distracted driving initiatives. Accountabilities include expanding community-based sub-recipients, long and short-term program planning, grant development, budget development, and oversight. This position will also assist in all NHTSA program areas and continue to assist the Traffic Records Program for FY2023.

Intended Sub- recipients

Virgin Islands Office of Highway Safety

Countermeasure Strategies

Countermeasure Strategy
Highway Safety Office Program Management

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2023	BIL NHTSA 402	Yes	\$120,000.00

Countermeasure Strategy: Impaired Driving Equipment

Program Area: Impaired Driving

Planned Activity Number: **23-IDE-402**

Project Safety Impacts

To augment the VIPD law enforcement efforts, the VIOHS plans to obtain a DUI van for the St. Croix district. The St. Croix district was chosen for the proposed van because of the increased tourism and hospitality growth on the island. Also, the terrain of the island lends itself to the proposed van size and ease of mobility.

A DUI van, which will serve a visual deterrent for impaired drivers in the territory. The VI Police Department will utilize this tool in its fight against drunk driving. The van will be equipped with communications equipment, breath-testing devices, and cameras. The mobile unit will be positioned on the roadways near police activities targeting DUI, speeding, aggressive driving, and seat belt violations. The 'one stop' van will place valuable resources at the site of law enforcement activities and will help our officers process a DUI from start to finish in much less time. It will allow for evidence collection much quicker, getting officers back onto the streets to catch more people who should not be driving. The vehicle is also considered a visual deterrent due to its large size and easily identifiable graphic markings. In addition to aiding police officers with public safety, the van will be used as an educational tool, particularly during Holiday anti-DUI campaigns and community events. The purpose of the increased law enforcement presence is to keep our roads safe for everyone. Below is an example of the type of van being considered.



MP-DC Impaired Driving Van

Intended Sub-recipients

Virgin Islands Police Department

Countermeasure Strategies in this Planned Activity

Countermeasure Strategy
Enforcement, Prevention, Communication, Outreach

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2023	BIL NHTSA 402	Yes	\$140,000.00

OCCUPANT PROTECTION (ADULT AND CHILD PASSENGER SAFETY)

Description of Highway Safety Problems

VIOHS completed the *Observed Seatbelt use for Passenger Vehicle Front Outboard Occupants* (Seatbelt Survey) in 2021, which reported a 4.1 percentage point increase from a 68.2% to 72.3%. The Seatbelt Survey for 2022 is under contract with work scheduled to begin in late August. Past survey results have indicated fluctuating increases and decreases in seatbelt usage annually as indicated in the chart below. *VIOHS has set the 'CY 2023 Goal' at 78.6% usage.*

2017	2018	2019	2020	2021	4-Year Moving Avg.	2023 Goal
N/A	83.9%	71.1%	68.2%	72.3%	73.9%	78.6%

Seat belt usage rates throughout the territory remain low compared to many States and Territories. The low seat belt usage rate demonstrates a lack of a safety culture within the Territory. However, with continued interventions which combine educational outreach, media campaigns and consistent enforcement efforts, it is expected that seat belt usage rates in the territory will continue to increase.

At this time restrained/unrestrained demographic data and location data are not available, but because of the small population size of the Virgin Islands (~106,000 people), the current countermeasure strategies target a captive audience of residents and visitors engaged in utilizing public, commercial and/or personal vehicles as a means of transport to promote adherence to local law with the intent of decreasing/eliminating unrestrained fatalities and serious injuries. One of VIOHS' priorities for the FY2023 highway safety program includes mitigating the numbers of *Unrestrained Passenger Vehicle Occupant Fatalities*, which decreased by 20% from 2019 and by 25% from 2020.

VIOHS works to achieve performance targets through employing evidence-based countermeasure activities that mitigate identified problems and satisfy performance targets. VIOHS utilizes *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices* (10th Edition, 2020) as guidance to identify strategies that have proven effective nationally and are appropriate given data relevant to problem identification and available resources. VIOHS also is guided by the *Uniform Guidelines for State Highway Safety Programs*.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2023	Annual	4.00
	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2023	Annual	78.6%

Countermeasure Strategies in Program Area

Countermeasure Strategy
Child Passenger Safety
Drivers on rural roadways
Unrestrained Nighttime drivers
Enhanced Emergency Services
Highway Safety Office Program Management
Occupant Protection Observational Survey

Countermeasure Strategy: CHILD PASSENGER SAFETY

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

Activities under this project include the training and certification of CPS technicians, training equipment, training materials, travel, per diem, lodging, and other related costs.

Certified technicians participate in publicized inspection checkpoints and provide supplies and equipment to conduct the checkpoints. Purchase of child restrain seats for checkpoints, fittings stations and community outreach programs will be funded with 405(b) funds, to be distributed through VIOHS car seat clinics.

Linkage Between Program Area

CPS training program will create a baseline of the number of certified CPS techs and the number of inspection stations within the territory. Funding will cover training equipment, training materials, instructor travel, per diem, lodging, and other related costs.

Rationale

This strategy is based on Countermeasures that Work 2017, Chapter 2, Seat Belt and Child Restraint, Section 7.2, programs that make child seats available at low cost. This countermeasure

was chosen since 22.5% of the USVI population lives in poverty, according to the 2010 U.S. Census. In addition, 20.7% of the USVI population is between 0 to 14 years of age (2010 U.S. Census). This countermeasure will reach the targeted population and instill the importance of using the appropriate restraint while in a vehicle. Funding will cover training equipment, training materials, per diem, lodging, and other related costs.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
23-OPCPS-FIT-405(b)	CPS FITTING
23-OPCPSTr-405 (b)	CPS TRAINING

Planned Activity: CPS FITTING STATIONS

Planned activity number: **23-OPCPS-FIT-405(b)**

Planned Activity Description

VIOHS will promote the use of child restraints and assure that a plan has been developed to provide an adequate number of inspection stations. VIOHS will fund projects to ensure child safety seat inspections and child passenger education in conjunction with fitting stations through CPS Training.

The USVI does not have any areas which are classified as **Urban**.

The USVI, based on its population, is considered Rural. The 2020 Census reported the USVI with a population of ~84,000. However, a significant portion of the population relies on government subsistence. To properly care for infants and toddlers, challenged parents in the community continue to contact the Department of Health – hospitals –and the Department of Human Services in each island district.

There is one main hospital on each island district – Roy Lester Schneider Medical Center in the St. Thomas/St. John district and Juan Luis Hospital on St. Croix. The VIOHS will continue to coordinate with the leadership of both medical facilities to create designated areas to provide child passenger safety education through fitting stations and safety seat installations and inspections for newborns, infants, and toddlers. Each hospital has a mandate which requires that any newborn leaving the hospital be discharged to a vehicle equipped with the proper car seat. The Nursery staff is required to conduct short presentations on how to properly install and use a car seat. Therefore, CPS training is necessary to ensure correct information is conveyed to the new parents. However, manpower shortages create a challenge in planning active community CPS inspection stations at these facilities. Nonetheless, hospital leadership continues to pursue the possibility.

CPS Inspection & Fitting Stations in conjunction with hospitals – 2

During FY2022, the VIOHS OP program collaborated with the agencies of the trained CPS technicians to establish five (5) community-based CPS Fitting Stations – 2 in St. Croix, 2 in St. Thomas and 1 in St. John. By appointment, motorists with children can seek expert assistance with ensuring the safe installation of their children’s safety seats.

The VIOHS will continue to liaise with the Department of Human Services to arrange planned educational outreach to managers and parents of their programs, which serve children between the ages of birth to ten years, to provide child passenger safety education through fitting stations which focus on inspections, safety seat installations and education presentations. The Department of Human Services Head Start program has a capacity of approximately 500 children at approximately 20 locations in each island district (numbers are based on information on the DHS website www.dhs.gov.vi).

CPS Inspections & Fitting Stations in conjunction with DHS Head Start or related program 5 (with adjustments made for the impact of COVID-19):

- 2 April – September – St. Thomas
- 2 April – September – St. Croix
- 1 April – September – St. John

The VIOHS will also reach out to private childcare centers to offer CPS inspections and fitting stations demonstrations and education to ensure that segment of the population is served.

CPS Inspections & Fitting Stations in conjunction with private childcare centers 5:

- Minimum of 2 – St. Thomas
- Minimum of 2 – St. Croix
- Minimum of 1 – St. John

The public housing communities are considered the **At-Risk** areas of the USVI. These communities are supervised and maintained by the Virgin Islands Housing Authority (VIHA). Based on information at the VIHA website <https://vihousing.org/>, VIHA operates 21 housing communities across the territory.

The VIOHS will liaise with the VIHA to offer CPS inspections and fitting stations demonstrations and education outreach at 10% of each of the housing communities on St. Thomas and St. Croix in FY2022.

CPS Inspections & Fitting Stations in conjunction with VIHA 3:

- o Communities selected will be based on the recommendations of VIHA

Intended Subrecipients

VI governmental agencies, non-profits, private contractor, and hospitals

Countermeasure strategies

Countermeasure Strategy
CHILD PASSENGER SAFETY

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2022	BIL NHTSA 405b	Yes	\$25,000.00

Planned Activity: CPS TRAINING

Planned activity number: **23-OPCPSTr-405(b)**

Planned Activity Description

The VIOHS will continue to support its campaign to promote child passenger safety through training technicians, law enforcement officers and community participants to ensure the most current and safe seat installation methods are used. VIOHS aims to increase access to CPS Technicians (CPST) and Fitting Stations by training approximately 30 more persons in the territory, doubling the number of technicians trained in 2023. The territory certified 33 Technicians in FY 2022 – 16 in St. Croix, and 17 in the St. Thomas/St. John district – from a cross-section of agencies and organizations.

The VIOHS will sustain the relationship established with four mainland-based Certified CPS Instructors to extend the CPS Technician program in the territory. However, during the certificate renewal year of the first cohort, promising CPSTs will be selected to pursue CPS Instructor certification, building the capacity for long-term program growth while significantly reducing future training costs. Additionally, VIOHS will continue to collaborate with the Virgin Islands Fire Service (VIFS), and the VIPD Training Academy to ensure that the technician workshop is planned to achieve maximum results.

Intended Subrecipients

VI governmental agencies, non-profits, private contractor, and hospitals

Countermeasure strategies

Countermeasure Strategy
CHILD PASSENGER SAFETY

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2022	BIL NHTSA 405b	Yes	\$28,000.00

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
23-OPHRP-NSE-405(b)	INTEGRATED NIGHTTIME SEAT BELT
23-OPHRP-TD-405 (b)	TEENAGE DRIVERS

Planned Activity: NIGHTTIME SEAT BELT ENFORCEMENT

Planned activity number: **23-OPHRP-NSBE-405(b)**

Planned Activity Description

In the USVI seat belt use enforcement activities are typically conducted between 16:00 – 20:00 hours. This small frame does not adequately capture the lack of seat belt use during the hours when night activity locations (bars, restaurants, carnival and festival activities, and private parties) are at their peak. VIOHS will continue the plan to enforce the use of seat belts during the nighttime throughout the territory by combining high visibility enforcement campaigns with media outreach to promote the use of seat belts at all times.

Based on the USVI’s annual seat belt surveys conducted during the period 2017 – 2021, the four-year moving average is 73.9%, indicating a steady downward trend from the high of 82.7% in the calendar year 2015. However, following the relaunching of the Occupant Protection Program and a robust media campaign, the 2021 seatbelt survey recognized 4.1 percentage point increase with a compliance rate of 72.3%. However, there were no observations after 6:00 pm included in this survey. *Nationally, daytime seat belt use is at 90.1% (Pickrell & Li, 2016), with 43 States and the District of Columbia having seat belt use at 80% or higher (Pickrell, 2017). This indicates the large majority of drivers and passengers are wearing their seat belts during daytime hours; however, there remains a proportion of the population who still do not buckle up regularly.**

Nighttime seat belt enforcements are needed because there is low expectation of enforcement during the hours 8:00pm – 2:00am. During that period after the closing of bars, restaurants, carnival and festival, and private parties, enforcement officers will be able to mitigate the danger unrestrained drivers and passengers pose to themselves and to others sharing the roads.

*Communications and outreach campaigns directed at low-belt-use groups have been demonstrated to be effective for targeted programs that support and are supported by enforcement.**

The VIOHS will work with law enforcement agencies in the Territory to plan communications and outreach campaigns with a minimum of two nighttime initiatives on each of the islands of St. Thomas and St. Croix and one on the island of St. John. Initially, the initiatives will be planned during the period of the local carnival and festivals.

- St. Thomas:

- (i) During the designated week of Carnival Festivities (tentatively two weeks after Easter)
- (ii) During the Christmas season (December 20 – December 31)
- St. Croix:
 - (i) During the week of St. Patrick’s Day celebrations (March/TBD)
 - (ii) During the period of Christmas Festival celebrations (Last week of December thru the first 10 days of the following January)
- St. John:
 - (i) During the 4th of July festival celebrations week.

If these planned dates are still impacted by COVID-19, alternate enforcement periods will be selected.

The VIOHS LEL and the Occupant Protection traffic safety manager will be responsible for conducting radio interviews, PSAs etc. on the local AM & FM stations, the local television station and the cable networks with local interface.

**Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices – Ninth Edition, 2017*

Intended Subrecipients

VIOHS, VIPD, other USVI Law Enforcement

Agencies Countermeasure strategies

Countermeasure Strategy
INTEGRATED NIGHTTIME SEAT BELT ENFORCEMENT

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2023	BIL NHTSA 405b	Yes	\$45,000.00

Planned Activity: TEENAGE DRIVERS

Planned activity number: **23-OPHRP-TD-405(b)**

Planned Activity Description

The VIOHS will continue the campaign to promote seat belt use among teenage drivers and their passengers, who often fall within the same age group. This would be accomplished by a joint effort between the VIOHS, the territory’s junior and high schools, driving schools, and community youth organizations. *Schools provide well-defined and somewhat controlled audiences for seat belt use programs. Education and other communications strategies can be tailored to a specific audience.** Should USVI schools return to online platforms, virtual means will be used to engage the target audience.

The VIOHS will continue to liaise with driving schools within the territory to provide educational outreach for teenage drivers. The driving schools can deliver the message by one-on-one conversations with the student-drivers through pamphlets and brochures and proper restraint use demonstrations.

**Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices – Ninth Edition, 2020*

Intended Subrecipients

VIOHS, private contractors

Countermeasure strategies

Countermeasure Strategy
TEENAGE DRIVERS

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2023	BIL NHTSA 405b	Yes	\$70,000.00

Countermeasure Strategy: HIGHWAY SAFETY OFFICE PROGRAM MANAGEMENT

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

A highway safety planner/traffic safety manager will partake in occupant protection activities 80% of their time and dedicate the other 20% to planning outreach activities territory-wide. This position serves as a professional specialist with independent responsibility for the development of territory-wide efforts geared towards increasing sub-grantee applicants and the amount of VIOHS initiatives conducted with community groups, governmental agencies, and educational institutions. The Highway Safety Planner directs the oversight of the VIOHS community outreach efforts for the occupant protection program and coordinates the establishment of initiatives targeting various segments of the motoring public throughout the U.S. Virgin Islands.

Linkage Between Program Area

The expansion of highway safety programs remains critical to the success of the VIOHS. Efforts to promote highway safety compliance through education, increased seatbelt usage and correct use of child protective safety seats have been identified as key points of assessing the effectiveness of the VIOHS. The inclusion of a Highway Safety Planner/traffic safety manager to assist in directing work activities and provide oversight over the expansion of current VIOHS programs remains key to the immediate success of the office. Efforts to increase data activity for addressing the needs of the motoring public throughout the territory have been highlighted as a key factor for attaining future grant opportunities. 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 Occupant Protection program.

Rationale

A highway safety planner/traffic safety manager who focuses in part on occupant protection serves as a representation of the VIOHS' efforts to promote occupant protection among motorists of the U.S. Virgin Islands. According to the *ninth edition* of the Highway Safety Countermeasure Guide for State Highway Safety Offices, the effective improvement of the safety of passenger vehicle occupants requires coordination of three components – laws, enforcement, and publicity. A highway safety planner focused on the promotion of occupant protection and the coordination of comprehensive efforts geared towards increasing restraint use will serve as a critical component in the developing of the programs strategical plan.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
-------------------	-----------------------

23-OPSMGR-402	Occupant Protection Program Management
---------------	--

Planned Activity: OCCUPANT PROTECTION PROGRAM MANAGEMENT

Planned activity number: **23-OPSMGR-402**

Planned Activity Description

As a result of the required Traffic Records development for the FY2023 HSP, the Occupant Protection traffic safety manager’s time will be directed to 70% Occupant Protection, 10% traffic records, and 20% planning outreach activities territory-wide for the VIOHS staff. This position serves as a professional specialist with independent responsibility for the development of territory-wide efforts geared towards increasing sub-recipient applicants and the amount of VIOHS initiatives conducted with community groups, governmental agencies, the university, and educational institutions.

Intended Subrecipients

VIRGIN ISLANDS OFFICE OF HIGHWAY SAFETY

Countermeasure strategies

Countermeasure Strategy
HIGHWAY SAFETY OFFICE – OCCUPANT PROTECTION PROGRAM

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2023	BIL NHTSA 402	Yes	\$160,000.00

Countermeasure Strategy: OCCUPANT PROTECTION OBSERVATIONAL SURVEY

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

VIOHS aims to increase seatbelt usage throughout the territory. The occupant protection observational survey is a requirement to qualify for 405b funds, and it is a scientific tool measuring seat belt use island wide. VIOHS' intent is to see an increased seatbelt survey rate of 78.6% usage based on past rates and the *four (4) year moving average*. Progress is measurable via seatbelt survey results.

Linkage Between Program Area

The countermeasure strategy is required to obtain 405b funds, and the allocated funds to the planned activity is reasonable.

Rationale

Please see Problem Identification section

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
23-OPSSBS-405(b)	OCCUPANT PROTECTION OBSERVATIONAL

Planned Activity: OCCUPANT PROTECTION OBSERVATIONAL SURVEY

Planned activity number: **23-OPSSBS-405(b)**

Planned Activity Description

VIOHS contracted a consultant to conduct the CY 2021-2022 the observational surveys throughout the territory inclusive of travel and lodging costs. The contract with an option to renew will ensure consistency in data collection, reduce lengthy procurement activities, and expedite the commencement of the CY 2022 survey. VIOHS plans to repeat this two-year contract approach for the CY2023 and 2024 survey administrations.

Seat Belt Observational Survey

Calendar Year 2023

Survey Field Work	By September 15, 2023
Survey Data Analysis	October 1-29, 2023
Survey Submission, Discussion & Approval	November 1, 2023

Final Submission of Calendar Year 2023

December 1, 2023

Calendar Year 2024

Survey Field Work

By September 15, 2024

Survey Data Analysis

October 3-31, 2024

Survey submission, discussion, and approval

November 1, 2024

Final Submission of Calendar Year 2024

December 1, 2024

Intended Subrecipients

PRIVATE

CONTRACTOR

Countermeasure strategies

Countermeasure Strategy
OCCUPANT PROTECTION OBSERVATIONAL

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2023	BIL NHTSA 405b	Yes	\$160,000.00

OP Performance Measures (Proposed)

- Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions from 3 to 2.
- Sustain five (5) active CPS Fitting Stations in each district by the end of FY 2023.
- Reduce the territory’s unrestrained injuries by 10%.
- Increase observed seat belt use rates for passenger vehicles, front seat outboard occupants to 78.6% based on CY 2023 survey.

POLICE TRAFFIC SERVICES

Description of Highway Safety Problems

The key objective of Police Traffic Services (PTS) is to prevent injuries, crashes, traffic violations, and fatalities in high-risk areas through data-driven high-visibility enforcement. Enforcement effort areas will focus on improving traffic safety by reducing unsafe behaviors such as speeding, failure to use seatbelts, distracted driving, and effective implementation of enforcement strategies related to impaired driving, occupant protection, pedestrian, and bicycle safety.

Seatbelt restraint compliance rates increased by **6.01%** from **68.2%** (CY2020 survey) to **72.3%** (CY2021 survey). The VIOHS has set the CY2023 goal at **78.6%** usage. To accomplish this goal, the office plans a robust public outreach campaign with sustained and increased enforcement messaging, coupled with elevated high-visibility enforcement activities, including citations, saturated patrols, wave, and integrated enforcement, to promote highway safety. Using a data-driven approach, these analyses provide the basis for setting performance measures, selecting countermeasure strategies, and identifying planned activities to ensure the territory’s ability to reach the performance targets for the PTS program area.

Driver inattention, distraction, disregard for traffic laws, and impaired driving are all major contributing factors to traffic crashes and fatalities. In calendar year 2021, Report Beam reported the following:

Crash Contributing Circumstances			
Calendar Year 2021			
Circmstance	St. Croix	St. Thomas	St. John
Driving Under the Influence	19	23	1
Exceeded Lawful Speed	31	4	0
Improper Passing/Overtaking	33	59	2
Ran Red Light	10	25	0
Sped Too Fast for Road Conditions	25	38	0
<i>* Source: VIPD Report Beam</i>			

The VIOHS intends to implement a combination of high-visibility enforcement while maintaining sustained traffic safety messages directed towards reducing dangerous driving behaviors throughout the U.S. Virgin Islands. The development of a data-driven application enforcement model will encompass and combines all enforcement efforts and training opportunities under a single program – *Police Traffic Services*. The funding initiatives will address specific behaviors by maximizing the approach's effectiveness with the efficient use of the assigned resources. The VIOHS will also work with the various law enforcement agencies to access and guide the PTS trainings necessary to have officers equipped with the required certifications, tools, and equipment necessary to effectively conduct the required enforcements, and thereby obtain the necessary data.

The key to enforcement of laws is readily available and trained officers, and the availability of modern equipment. In FY2022, several trainings were coordinated and completed by the VIPD Traffic Investigative Bureau and other key VIPD personnel. These trainings included *Data Driven Approaches to Crime and Traffic Safety (DDACTS) National Agency Strategic Planning Session*; *Institute of Police Technology and Management (IPTM) Traffic Symposium and Advanced Marijuana Impaired Driving Detection Training*; and *Intoximeter Training* with Intoximeters, Inc. However, the drawback from this, is the lack of manpower to execute the enforcement initiatives which results in an extensive contrast with the media component that VIOHS distributes. Enforcement has not remained a high priority of the law enforcement agencies and this must change to improve the efficiency and effectiveness of the programs. Moreover, due to illegible and untimely submissions of traffic citations when initiatives are conducted, there remains a problem of tracking citations when issued and planning enforcement locations timely.

The data-driven application of an enforcement model directed towards creating safer roadways for visitors and residents alike comprises continuous improvements of a plan relevant to the promotion of highway safety. The VIOHS priorities for the FY 2023 highway safety program include mitigating increases in *Serious Injuries in Traffic Crashes*; the territory recorded **4,246** crashes in FY2021, a 14.97% increase from FY 2020. **Traffic Fatalities** decreased from 14 in FY 2020 to **11** in FY 2021; **Unrestrained Driver Fatalities** decreased from 4 in FY 2020, to **3** in FY 2020; **Unrestrained Vehicle Passenger Fatalities** remained stagnant at 0 throughout FY 2020 and FY 2021; **Pedestrian Fatalities** increased from 3 in FY 2020 to 4 in FY 2021; **Motorcyclist Fatalities** decreased from 5 in FY 2020 to 1 in FY 2021; **Speeding Fatalities**- decreased from 7 in FY 2020 to 1 in FY 2021. The VIOHS will maintain and expand reductions that have been achieved in highway safety programs territory wide.

Directed initiatives maintain reductions in Traffic, Impaired Driving, Motorcycle, Pedestrian, and Unrestrained Fatalities, remains critical to promoting Highway Safety in the Virgin Islands.

Impaired driving enforcement produced **72** DUI arrests throughout the territory for FY2021; despite these efforts, there was a total of **4,246** crashes territorially. Of the reported crashes, **1,418** occurred within the district of St. Croix, with **32** crashes contributed to impaired driving. The St. Thomas/St. John district recorded **2,828** collisions- **2,653** on St. Thomas and **175** in the St. John district. Of the reported crashes in the St. Thomas/St. John district, **40** attributed to impaired driving, however there weren't any recorded impaired driving fatalities. Unrestrained vehicle occupant accounted for **291** (77 St. Croix district, 128, St. Thomas district, and 9 in St. John district) crashes, and of the **144** fatalities reported, four were unrestrained.

During FY201, data from Report Beam revealed that a higher number of crashes transpired between 6:00pm and 3:00am. 33.3% of total crashes occurred within the district of St. Croix, while 62.5% occurred on St. Thomas and 4.2% on St. John. The following high crash locations (by Island) for fiscal year 2021 were obtained through Report Beam and supported through the Department of Health Emergency Services (EMS) Division.

St. Croix:

- Route 62: Southside
- Route 66: Melvin Evans Highway
- Route 70: Queen Mary Highway
- Route 75: Northside Road
- Route 82: East End Road

Further analysis of the collected data by Report Beam and EMS identified high crash locations along the stated routes based on data input when EMS response to calls from the Virgin Islands Territorial Emergency Management Agency (VITEMA) 911 call center. Information gathered by the EMS is automatically uploaded into the National Emergency Medical Service Information System (NEMSIS). The following three locations were reported as the highest crash location in the St. Croix district:

Route 70: Queen Mary Highway

- 1) A half-mile stretch begins at the St. Croix Educational Complex and the University of the Virgin Islands, ending at Route 682 (St. Croix Central High School), representing a high crash location.
- 2) A 45-degree angled bend containing a black spot (Near Estate Peter's Rest). The 45-degree curve serves as a 3-way intersection without any traffic lights. It supports oncoming traffic traveling east to west on Route 66, West to East on Route 66, outgoing traffic from the access road identified as Highway 682 (Hess Road), and the corridor identified as Route 62 leading from Estate Peter's Rest onto Route 66. During FY2020, an intoxicated pedestrian failed to yield the right way when crossing outside a crosswalk, thereby causing an accident along this route.
- 3) A little over a quarter mile stretch of road between two stand-alone bus stops, locally known as shanties, located in the vicinity of Estate Whim. This high-crash location comprises of parallel roads recognized along Routes 701.0 to 701.3, leading in and out of segments of the neighborhoods on either side of the highway.

Route 75: Northside Road

- 4) A windy road along Route 75 consisting of 3.5 to 4 miles towards Junction 751 constitutes the high crash area referred to as Northside Road.

Route 66: Melvin Evans Highway

- 5) Extending approximately 9 miles (14 km), Melvin H. Evans Highway represents the most heavily used route on the island of St. Croix.

- 6) Report Beam identified two areas along the highway considered to be high crash locations.
 - a. On Hess Road- Highway 681 and the 4-way stop at Sunny Isles.

St. Thomas

Route 30: Veterans Drive

- 1) At Fortuna Road, a dead end on the westernmost part of the Island, Route 30 extends in a series of twists and turns for 14.5 miles (23.3 km). Continue northwards; the road quickly turns east before running along the Caribbean Sea in the vicinity of the capital Charlotte Amalie, one of the busiest roads on the island. The route continues towards Havensight, a large shopping district catering to cruise ship passengers in addition to the local populace. The highway projects onward as a residential road with houses on both sides of the route before meeting Route 32 and ending in Estate Nadir.

Route 38: Weymouth Rhymer Highway

- 2) Represents one of the islands' major roads, extending 6.6 miles (10.6 km) east to west. Route 38 serves as a southern terminus to Route 39 (Donoe Road) and the northern terminus of Route 32 (Red Hook Road) before heading back west, eventually changing the designation to Route 32.

Route 32: Red Hook Road

- 3) Four (4) miles (6 km) of roadway extending from Route 38 in Estate Tutu to Red Hook, the easternmost point of the island before its designation changes back to Route 38.

Route 37: Northside Road

- 4) Serving the second-most populous administrative census sub-district on St. Thomas and the largest sub-district by area, Route 37 contains many vistas and overlook points and beaches and bays along 2.2 miles (3.5 km) of the roadway.

Route 39: Donoe Road

- 5) Starting at Highway 42, which caters to a major golf course on the island and provides beach access to the world-famous Magens Bay Beach, Route 39 runs in a north to the south direction for approximately 2.2 miles (3.5 km) before ending at Route 38 near the capital, Charlotte Amalie.

According to the Report Beam, serious injuries on the island of St. Thomas occurs along the following routes.

Route 38: An area called *Raphune Hill Road* along the Weymouth Rhymer Highway

- 1) Approximately a half-mile portion of roadway between the intersection with Centerline Road (Route 313) and its intersection with Route 38 (Raphune Hill Road). Extending eastbound at the junction where Route 38 meets Route 313, Route 310 represents a high traffic/pedestrian area containing three schools (1 Elementary, 1 Intermediate High School, and 1 High School) and increased pedestrians due to medical centers various doctor offices, and a host of preschools.

Route 32: An area called *Brookman Road*

- 2) The EMS identified an area along Route 32, referred to as Brookman Road, as the crash site, contributing to the District's most serious injuries and fatalities. A little over a half-mile location starting at the intersection along Route 30 where Bovoni Road and Nadir intersect heading westbound.

Route 20: An intersection referred to as *Mandela Circle*

This area is prone to traffic jams due to a combination of large amounts of shoppers, local and visiting pedestrians, poorly timed traffic lights, and a complex intersection with Highway 313. A minor road serving as a de facto eastern bypass of the capital Charlotte Amalie, Mandala Circle represents the intersection that experiences the most auto-pedestrian accidents on the island of St. Thomas, according to the Department of Health's EMS Division. Surrounded by a Wendy's Restaurant and the West Indian Company Dock (WICO referred to as the Havensight Cruise Ship Dock) on the South; westbound traffic towards Veteran's Drive and the airport on Route 30; Route 316 extend to the North parallel to Route 313 for a short interval which runs in front of the multi-purpose luxury shopping mall, Havensight; and Route 38 heading east towards Smith Bay.

St. John

- 1) North Shore Road
- 2) Kings Hill

Associated Performance Measures

Performance Report					
Performance Measurements	Target Period	Target Year(s)	FY22 HSP Target Value	Data Source/ FY21 Results	On-Track to meet FY22 Target?
C-1) Total Traffic Fatalities *	5 Year	2018 - 2022	13	Territory 11	Yes
C-2) Serious Injuries in Traffic Crashes *	5 Year	2018 - 2022	14	Territory 15	No
C-3) Fatalities/VMT*	N/A	N/A	N/A	N/A	N/A
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 Year	2018 - 2022	4	Territory 3	No
C-5) Alcohol-Impaired Driving Fatalities	5 Year	2018 - 2022	1	Territory 1	No
C-6) Speeding-Related Fatalities	5 Year	2018 - 2022	2	Territory 1	Yes
C-7) Motorcyclist Fatalities	5 Year	2018 - 2022	1	Territory 1	No
C-8) Unhelmeted Motorcyclist Fatalities	5 Year	2018 - 2022	0	Territory 0	No
C-9) Drivers Aged 20 or Younger Involved in Fatal Crashes	5 Year	2018 - 2022	0	Territory 1	Yes
C-10) Pedestrian Fatalities	5 Year	2018 - 2022	1	Territory 4	No
C-11) Bicyclist Fatalities	5 Year	2018 - 2022	0	Territory 0	Yes
Behavioral Study					
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants	Annual (CY)	2021	88.6%	Territorial Survey 72.3%	No
Traffic Records					
Average days between the crash date and the crash report submission date	Annual (CY)	2021	5	Territory 13	No
Percentage of crash reports with no missing critical location data	Annual (CY)	2021	56%	Territory 37.2%	No
Occupant & Child Passenger Safety					
Unrestrained Vehicle Occupant Injuries	Annual (CY)	2021	17	Territory 18	No
Total active CPS Fitting Stations within the USVI	Annual (CY)	2021	10	Territory 5	No

Countermeasure Strategies in Program Area

Countermeasure Strategy
High Visibility Enforcement
Highway Safety Office Program Management
Speed Monitoring
Publicity and Program Messaging
Training

Countermeasure Strategy: HIGH VISIBILITY ENFORCEMENT

Program Area: **Police Traffic Services**

Project Safety Impacts

To convince the motoring public of detection and penalization, the VIOHS intends to promote the implementation of high visibility enforcement campaigns to deter impaired driving, distracted driving and promote occupant safety. The countermeasure selected is based on previous success rates territory wide. High Visibility Enforcement is a universal traffic approach designed to create deterrence and change unlawful traffic behaviors. The three major components of high visibility enforcement are publicity, visibility, and enforcement. The application of high-visibility enforcements will increase perceived risks and serve as a deterrent to such behaviors, a flexible approach customized to the program specifics. The VIOHS intends to use data- driven enforcement to support the VIPD in coordinating high visibility impaired driving and occupant protection enforcements. Initiatives will be sustained in tandem with national and local mobilization efforts.

Linkage Between Program Area

Problem identification data supports planning high visibility enforcement operations by prioritizing casual factors, geographic locations, and resource allocation. Aligning high visibility enforcement activities with national and state program area-specific communications campaigns provides direct benefits towards influencing established performance targets within the program areas. According to the NHTSA Report, *Synthesis of Studies That Relate Amount of Enforcement Magnitude of Safety Outcomes*, “traffic safety enforcement campaigns tend to target specific driving behaviors: occupant protection, alcohol-impaired driving, distracted driving, speeding, and aggressive driving, and for these targeted behaviors, the enforcement campaigns are generally effective in improving safety outcomes.” (Report No. DOH HS 813 274-A, p. 2 and 4). High Visibility Enforcement improves seat belt use, is effective at reducing handheld phone use, and produces positive safety outcomes relative to impaired driving, speeding and aggressive driving. Strategies to address local traffic safety problems remain dependent upon analyzed data and the focus of the campaign. The linkage is straightforward: the data informs the selection of the appropriate countermeasure and program area based on the causal factors, the appropriate geographic locations to target, and the allocation of available resources. The funds

allocated would address issues identified in the problem identification, meet set performance targets, and carry out countermeasure strategies to ensure improved safety measures on the roadways of the Virgin Islands.

Rationale

The countermeasure selected is based on previous success rates territory wide. The application of high-visibility enforcements will increase perceived risks and serve as a deterrent to such behaviors. Augmented by planned activities, this countermeasure strategy allows the VIOHS to satisfy mandated requirements and qualify for program area funding. The inclusion of high visibility enforcement for such program areas as impaired driving, occupant safety, and distracted driving will contribute towards attaining performance targets directed at reducing the number of impaired driving-related crashes territory-wide. A successful approach, enforcement initiatives administered territorially for impaired driving generated **72 DUI arrests** during the grant-funded initiatives in FY 2021; of these, 33 were apprehended on the island of St. Croix, and 39 in the St. Thomas/St. John district.

The funding allocated to this countermeasure reflects the necessary amount to ensure the Traffic Investigative Bureau Officers of VIPD’s officers’ targeted enforcement for high visibility enforcement. A countermeasure based on *NHTSA’s Countermeasure That Works, Chapter # 1: Sections 2.2; Chapter # 2: Sections 2.1; Chapter # 4: Sections 1.3.*

Planned Activities in Countermeasure Strategy

Unique Identifier	Planned Activity Name
23-IDESTX-402PT	Impaired Driving Overtime Enforcement - STX
23-IDESTT/STJ-402PT	Impaired Driving Overtime Enforcement - STT/STJ
23-OPESTT/STJ – PT2	Occupant Protection Enforcement – STT/STJ
23-OPESTX-PT1	Occupant Protection Enforcement – STX

[Planned Activity: Impaired Driving Overtime Enforcement- St. Croix](#)

Planned activity number: **23-IDESTX-402PT**

Planned Activity Description

This planned activity will comprise of high-visibility campaigns territorially to include sobriety checkpoints focused on deterring impairment. The initiative will depend on gathered data to measure success, utilized effectively through staged mobilizations and extensive publicity highlighting the patrol of specific areas by law enforcement. Mobilizations will comprise of a 4:1 ratio between officers and supervisors and reflect the intentions of the Traffic Safety’s National Campaign, *Drive Sober or Get Pulled Over*.

Task # 1- Impaired Driving Enforcement Initiatives- St. Croix

Period	Description of Initiative
July 2- July 5, 2023 (4 days)	National Enforcement – July 4th
Aug 31 – Sept 4, 2023 (5 days)	National Enforcement – Labor Day
Dec 23, 2022 – Jan 06, 2023 (15 days)	National & Local Enforcement

Intended Sub-recipients

Virgin Islands Police Department & other Government Law Enforcement Agencies

Countermeasure Strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2023	BIL NHTSA 402	Yes	\$40,000.00

Planned Activity: Impaired Driving Overtime Enforcement – St. Thomas/St. John

Planned activity number: **23-IDESTT/STJ-402PT**

Planned Activity Description

This planned activity will comprise of high-visibility campaigns territorially to include sobriety checkpoints focused on deterring impairment. The initiative will depend on gathered data to measure success, utilized effectively through staged mobilizations and extensive publicity highlighting the patrol of specific areas by law enforcement. Mobilizations will comprise of a 4:1 ratio between officers and supervisors and reflect the intentions of the Traffic Safety’s National Campaign, *Drive Sober or Get Pulled Over*.

Task # 2- Impaired Driving Enforcement Initiatives- St. Thomas/St. John

Period	Description of Initiatives
July 2- July 5, 2023 (4 days)	National Enforcement – July 4th
Aug 31 – Sept 4, 2023 (5 days)	National Enforcement – Labor Day
Dec 23, 2022 – Jan 06, 2023 (15 days)	National & Local Enforcement

For supporting research, refer to the discussion of Publicized Sobriety Checkpoints, pp 1-21 to 1-23: High-Visibility Saturation Patrol Programs, pp 1-24; Preliminary Breath Test Device, p1- 25 in Countermeasure That Works, 9th Edition, 2019.

Intended Sub-recipients

Virgin Islands Police Department & other Government Law Enforcement Agencies

Countermeasure Strategy
High Visibility Enforcement

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2023	BIL NHTSA 402	Yes	\$40,000.00

Planned Activity: Occupant Protection Enforcement-St. Thomas/St. John

Planned activity number: **23-OPESTT/STJ-PT2**

Planned Activity Description

This planned activity will comprise of high-visibility campaigns territorially to include enforcement initiatives focused on occupant protection, daytime, and nighttime. The initiatives will depend on gathered data to measure success, utilized effectively through staged mobilizations and extensive publicity highlighting the patrol of specific areas by law enforcement. Mobilizations will comprise of a 4:1 ratio between officers and supervisors and reflect the intentions of the Traffic Safety’s National Campaigns, *Click It or Ticket* and *Child Passenger Safety Week*.

Task # 3- Occupant Protection Enforcement-St. Thomas/St. John

Period	Description of Initiative
May 28 – June 03, 2023 (7 days)	National Enforcement (Click It or Ticket)
Sept 17-23, 2023 (7 days)	National Enforcement (Child Passenger Safety Week)

Intended Sub-recipients

Virgin Islands Police Department & other Government Law Enforcement Agencies

Countermeasure Strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2023	BIL NHTSA 402	Yes	\$60,000.00

Planned Activity: Occupant Protection Enforcement-St. Croix

Planned activity number: **23-OPESTX -PT2**

Planned Activity Description

This planned activity will comprise of high-visibility campaigns territorially to include enforcement initiatives focused on occupant protection, daytime, and nighttime. The initiatives will depend on gathered data to measure success, utilized effectively through staged mobilizations and extensive publicity highlighting the patrol of specific areas by law enforcement. Mobilizations will comprise of a 4:1 ratio between officers and supervisors and reflect the intentions of the Traffic Safety’s National Campaigns, *Click It or Ticket* and *Child Passenger Safety Week*.

Task # 4- Occupant Protection Enforcement-St. Croix

Period	Description of Initiative
May 28 – June 03, 2023 (7 days)	National Enforcement (Click It or Ticket)
Sept 17-23, 2023 (7 days)	National Enforcement (Child Passenger Safety Week)

Intended Sub-recipients

Virgin Islands Police Department & other Government Law Enforcement Agencies

Countermeasure Strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2023	BIL NHTSA 402	Yes	\$60,000.00

Countermeasure Strategy: **SPEED MONITORING**

The application of this countermeasure strategy augmented by planned activities will contribute to attaining the performance targets set to reduce the number of crashes, serious injuries, and fatalities.

Planned activities in this countermeasure strategy

Unique Identifier	Planned Activity Name
23-PTSSM-402PT	SPEED MONITORING

Planned Activity: SPEED MONITORING

Planned activity number: **23-PTSSM-402PT**

Primary Countermeasure Strategy ID: Speed Monitoring

Planned Activity Description

This planned measure will focus on the acquiring of speed monitors for the territory. These speed monitors will serve as a deterrent for speeding in reducing the incidence of speed-related crashes, projects a law enforcement presence in the community, and slows drivers down in critical speed areas (school zones, major roadways). Speeding is a type of aggressive behavior, and speeding behavior and aggressive drivers not only affect the speeder, but it can also affect other drivers, pedestrians, and bicyclists. Speeding-related fatalities have generally reflected nearly one-third of all fatalities. This is exacerbated by the road conditions throughout the territory and affects the statutory maximum speed limits. As a result, data reflects that 9% of all fatalities resulted from speeding, and approximately 8 % of all traffic injuries were a result of speeding. Factors such as traffic, being late, anonymity, and disregard for others and the law have all contributed to an overall rise in aggressive driving.

Rationale

This countermeasure was selected to compliment occupant protection and impaired driving enforcement efforts, ensuring enforcement is directed at the most problematic driving behaviors defined by crash data. Mobilizations, high visibility enforcement, and speed monitoring are identified to deter speeding and aggressive driving, particularly as the territory

continues with re-building efforts. A data-driven application enforcement model will be used to ensure a coordinated enforcement effort and resulting increase in performance effectiveness and output.

The funding allocated will provide aid to the Traffic Division Officers assigned to the VIOHS in conjunction with the partnership of VIPD’s officers for aggressive driving, and speed enforcement. A countermeasure based on *NHTSA’s Uniform Guidelines for State Highway Safety Programs, Chapter # 3: Sections 1.1, 2.2, 3.1.*

Task #5 – Speed Monitors

Item	Location of Deployment
Speed Monitors	Territory Wide

Intended Sub-recipients

PRIVATE CONTRACTOR/VENDOR

Countermeasure Strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Speed Monitoring

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2023	BIL NHTSA 402	Yes	\$50,000.00

Countermeasure Strategy: PUBLICITY AND PROGRAM MESSAGING

The application of this countermeasure strategy augmented by planned activities will contribute to attaining the performance targets set to reduce the number of crashes, serious injuries, and fatalities.

Planned activities in this countermeasure strategy

Unique Identifier	Planned Activity Name
23-PTSPBPRM-402PT	PUBLICITY AND PROGRAM MESSAGING

Planned Activity: PUBLICITY AND PROGRAM MESSAGING

Planned activity number: **23-PTSPBPRM-402PT**

Primary Countermeasure Strategy ID: Publicity and Program Messaging

Planned Activity Description

This planned measure in conjunction with the VIOHS Communications Media Project, will aim to increase awareness and improve safety behaviors territory wide. According to NHTSA, High Visibility Enforcement must be coordinated and include equal components of Enforcement, Visibility and Publicity (media, messaging and enforcement enhancing elements). The HVE message must emphasize enforcement targeting a specific traffic safety problem. To enhance the visibility of enforcement initiatives, a combination of methods will be developed and deployed to alert the motoring public of VIOHS and the Police Traffic Services' efforts. Publicity and programming messaging will be a combination of both paid, earned (non-paid media), and social media, to effectively publicize initiatives and safety messaging campaigns. The publicity will include pre-event, during and post-event messaging.

Under the purview of the VOHS Director and the Law Enforcement Liaison, four program areas of imminent concern that must be brought to the forefront using publicity and program messaging are Speeding, Pedestrian Safety, Motorcycle Safety and Bicycle Safety. Safety messages such as, "*Share the Road*"; "*Obey the Sign or Pay the Fine*"; "*Speeding Wrecks Lives*"; "*Ride Sober or Get Pulled Over*"; "*Be Seen and Be Safe*"; "*Everyone is a Pedestrian*"; and "*Get Up to Speed on Motorcycle Safety*".

Rationale

This countermeasure was selected to compliment the VIOHS Communications Media Project, to effectively communicate information and cordite the involvement of law enforcement to ensure the well-being of motorists, passengers, and other road users throughout the territory. Radio ads, print media, and visual aids play a vital role in reminding drivers, passengers, and pedestrians to exercise caution.

The Police Traffic Services program is guided by data, problem identification, managed and monitored for effectiveness. The key objective of PTS is to promote highway safety compliance, education, awareness, and reduction in fatalities, injuries, crashes, and traffic violations in high-risk areas through data-driven high visibility enforcement.

Task #6 – Publicity and Public Messaging

Item	Location of Deployment
Public Messaging	Territory Wide

Intended Sub-recipients

PRIVATE CONTRACTOR/VENDOR

Countermeasure Strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Publicity and Public Messaging

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2023	BIL NHTSA 402	Yes	\$50,000.00

Countermeasure Strategy: TRAINING

The application of this countermeasure strategy augmented by planned activities will contribute to attaining the performance targets set to reduce the number of crashes, serious injuries, and fatalities.

Planned activities in this countermeasure strategy

Unique Identifier	Planned Activity Name
23-PTSSFST-402PT	STANDARDIZED FIELD SOBRIETY INSTRUCTOR TRAINING
23-PTSTRNG-402PT	POLICE TRAFFIC SERVICES TRAINING

Planned Activity: STANDARDIZED FIELD SOBRIETY INSTRUCTOR TRAINING

Planned activity number: **23-PTSFST-402PT**

Primary Countermeasure Strategy ID: Training

Planned Activity Description

Effective enforcement requires that adequate resources be available for law enforcement officers. These resources include the implementation of training programs such as the Standardized Field Sobriety Test (SFST), which enhances the performance and output of data by increasing the knowledge and capabilities of police officers. To certify that resources are utilized effectively, this activity will incorporate evidence-based strategies that are deployed based on a data driven problem identification process. The VIOHS' will support the off-island training of four (4) instructors and provide supplies in support of training recruits locally to successfully perform the Standardized Field Sobriety Test during traffic stops and enforcement efforts.

A concerted effort between the VIOHS' and the VIPD's Training Division, the incorporation of the SFST training within the curriculum of the academy will ensure a progression of performance and effectiveness of the program's strategical objectives. A countermeasure supported by *NHTSA's Uniform Guideline #8, Chapter 111, Criminal Justice System: Enforcement*, "states are encouraged to implement a comprehensive enforcement program to support the likelihood of detecting, investigating, arresting and convicting impaired drivers." Implementing this countermeasure strategy aligns with the VIOHS' efforts to increase performance and output of data through empowering the territory's law enforcement

community with applicable training and education. VIOHS will fund the training and travel of selected officers to gain certification as instructors within both districts.

Rationale

This countermeasure strategy was selected to complement the other strategies proposed for the Impaired Driving Program Area. The application of this countermeasure would offer a comprehensive approach to addressing the impaired driving issues within the Virgin Islands.

The leading contributing factor to car crashes is the people who drive them, and the overwhelming element is a poor choice. According to Report Beam, in CY2021 there were **19** crashes on St. Croix; **23** crashes on St. Thomas, and **1** on St. John relative to driving under the influence, a slight increase from CY2020 with 14 on St. Croix, while St. Thomas and St. John remain stagnant at 1 respectively.

Based on the data, continued enforcement remains imperative to the continuation of a downward trend in impaired driving crashes, fatalities, and arrests. The funds allocated would address issues identified in the problem identification, meet set performance targets, and carry out countermeasure strategies that would ultimately improve usability of allotted resources.

The application of this countermeasure strategy augmented by planned activities will contribute to the improvement in performance and effective utilization and placement of resources by the VIOHS. Additionally, incorporating evidenced-based training would increase the quality of data thereby increasing the program’s potential for success. Through this countermeasure, the VIOHS will ultimately experience ease of accessibility to accurate and timely traffic-based data. This will prove useful to the usability of allotted resources. The funding allocation will be appropriate and reasonable for the implementation of training for law enforcement officers.

Intended Subrecipients PRIVATE
CONTRACTOR

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
TRAINING

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2023	BIL NHTSA 402	Yes	\$50,000.00

Planned Activity: POLICE TRAFFIC SERVICES TRAINING

Planned activity number: **22-PTSTRNG-402PT**

Primary Countermeasure Strategy ID: Training

Planned Activity Description

This planned activity will consist of targeted training on traffic related trainings offered through the Institute of Police Technology and Management in support of training and development for officers assigned to the VIOHS. Proposed trainings on Advanced Roadside Impaired Driving Enforcement (ARIDE) Drug Recognition Expert (DRE) and attending the Traffic Symposium will be considered for fiscal year 2023.

Through such law enforcement partners as the Institute of Police Technology and Management, police officers attached to the VIOHS will receive training and evidence-based enforcement training to assist in supporting measures to increase knowledge, on-the-job performance and boost the morale of the officers who remain dedicated to the success of the VIOHS' Traffic Safety Programs. Trainings will educate law enforcement officers on a data-driven problem identification approach towards assessing traffic causing violations, driver behaviors and the utilization of crash and citation data to identify problem areas specific to each locale. Feedback obtained will be used by the VIOHS' PTS Coordinator to adjust and allocate resources to address shifts in the highway safety needs of the territory. Implementing this countermeasure strategy aligns with the VIOHS' efforts to support the usability of data for planning, resource allocation, and effectuating policy decisions throughout the U.S. Virgin Islands.

The **Advanced Roadside Impaired Driving Enforcement (ARIDE)** course trains law enforcement officers to observe, identify and articulate the signs of impairment related to drugs, alcohol, or combination of both, to reduce the number of impaired driving incidents as well as crashes which result in serious injuries and fatalities. Many law enforcement officers are trained in Standardized Field Sobriety Testing (SFST) and the skill gained in the course as part of their overall enforcement of driving while impaired (DWI) laws.

The Drug Recognition Expert (DRE) Training equips officers with specialized training to evaluate suspects and determine if the subject is impaired, if a medical condition is causing the impairment, or if a drug is causing impairment and the relative drug category(s). This training relies heavily on the Standardized Field Sobriety Testing Training.

The Traffic Symposium is a 4-day intensive learning training experience that focuses on the emerging technology and innovative solutions used in both the crash reconstruction and highway safety fields.

Rationale

The application of this countermeasure strategy augmented by planned activities will contribute to the improvement in performance and effective utilization and placement of resources by the VIOHS. Additionally, incorporating evidenced-based training would increase the quality of data, thereby increasing the program’s potential for success. Through this countermeasure, the VIOHS will ultimately experience ease of accessibility to accurate and timely citation/adjudication data. This will prove useful to the utilization of allotted resources. The funding allocation will be appropriate and reasonable for the implementation of training for law enforcement officers.

***A minimum two (2) Traffic Officers (by district) to attend the Advanced Roadside Impaired Driving Enforcement Training (ARIDE); Traffic Symposium; and Drug Recognition Expert (DRE) Training.**

Relevant trainings include the Drug Recognition Expert Training, Advanced Roadside Impaired Driving Enforcement (ARIDE), and attending the Traffic Symposium.

Intended Subrecipients

PRIVATE CONTRACTOR

Countermeasure strategies

Countermeasure strategy in this planned activity

Countermeasure Strategy
TRAINING

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2023	BIL NHTSA 402	Yes	\$70,000.00

Planned Activity: VIOHS PTS PROGRAM MANAGEMENT

Planned activity number: **23-PTSMAN-402**

Primary Countermeasure Strategy ID:

Planned Activity Description

The success of the Police Traffic Services Program (PTS) is dependent upon the relationships between the VIOHS and the VIPD, and other law enforcement agencies which conduct enforcement. The planning and monitoring of program activities, initiatives and enforcement coupled with engaging and educating the traffic bureau staff and will also promote productivity and program effectiveness and efficiency. The Law Enforcement Liaison (LEL) is responsible for managing and coordinating the Police Traffic Services Program and will serve as a vital link and conduit between the Virgin Islands Office of Highway Safety (VIOHS) and the Virgin Islands Police Department (VIPD) and law enforcement community. The Law LEL will engage and encourage local law enforcement participation in national and local traffic safety mobilizations, and continuously work towards a culture of sustained and effective traffic enforcement programs. The LEL must monitor all VIPD enforcement activities on all three island districts.

The LEL will represent the interest of the VIOHS, agencies, and stakeholders within the highway and traffic safety community, and will be responsible for the development and coordination of an enforcement plan which encompasses and combines all enforcement efforts and training opportunities supported through the Office of Highway Safety. The LEL will further monitor and ensure the success of planned enforcement initiatives territory-wide and provide law enforcement expertise as a previous law enforcement official within a local/state agency. Funding in the Police Traffic Services Program will cover salary, fringe benefits, supplies, travel (inter-island and off-island), trainings, conferences, and other related expenses.

The LEL will enhance the VIOHS enforcement data collection with the utilization of the VOLPE tool. The LEL fulfills 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 works under the purview of the Director of VIOHS to ensure the success of planned enforcement, assist with feedback for assessing the success of planned initiatives while establishing the individual objectives of PTS activities.

Intended Subrecipients

VIRGIN ISLANDS OFFICE OF HIGHWAY SAFETY

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2023	BIL NHTSA 402	Yes	\$180,000.00

COMMUNICATIONS (MEDIA)

Description of Highway Safety Problems

The United States Virgin Islands (USVI) has the youngest legal drinking age in the U.S. – eighteen (18) years of age. A distinction exacerbated by the presence and production of multiple rum distillery's and local craft breweries throughout the territory. A situation that is further intensified by a community which associates casual alcohol consumption to many cultural and other celebratory events, oftentimes regarding buzz drinking and driving as a cultural norm. This presents a unique challenge for the Virgin Islands Office of Highway Safety (VIOHS), which aims to curtail residents' and visitors' safety/impaired driving culture through public outreach, enforcement of relevant laws, as well as publicizing the dangers associated with impaired driving and unrestrained passengers.

The key objective of the VIOHS' fiscal year 2021 communication initiative is to introduce a high-visibility communication and outreach plan which complements an active sustained enforcement schedule territory-wide. The VIOHS intends to implement a combination of high-visibility enforcement while maintaining sustained traffic safety messages directed towards reducing dangerous driving behaviors throughout the U.S. Virgin Islands. The development of a mass media campaign which combines the promotion of occupant protection and denounces impaired driving targeting various segments of the population simultaneously reflects the approach suggested for success by NHTSA's ninth edition of *A Highway Safety Countermeasure Guide for Highway Safety Offices* (Chapter2: Section 3.1).

VIOHS aims to decrease crashes and serious injuries through the implementation of an advertising campaign supported by targeted initiatives. The proposed outreach campaign will facilitate VIOHS' goal with the intent of decreasing/eliminating fatality and serious injury relevant to impaired driving and occupant protection. The campaign initiatives which address specific types of behaviors by island will be used to maximize the effectiveness of the approach as well as efficient use of assigned resources.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2021	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2024	Annual	4.00
2021	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2024	Annual	78.6%

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign

Countermeasure Strategy: Communication Campaign

Program Area: **Communications (Media)**

Project Safety Impacts

Effective, high-visibility communication and outreach campaigns remain key to the success of enforcement programs. According to NHTSA’s ninth edition of *A Highway Safety Countermeasure Guide for Highway Safety Offices* (Chapter 2: Section 3.1), the success of paid advertising in such campaigns as “seat-belt use,” suggests that it may be a considered approach for other highway safety programs. The key objective of the VIOHS’ fiscal year 2021 communication initiative is to introduce a high-visibility communication and outreach plan which complements an active sustained enforcement schedule territory-wide. The VIOHS intends to implement a combination of high-visibility enforcement while maintaining sustained traffic safety messages directed towards reducing dangerous driving behaviors throughout the U.S. Virgin Islands. This would include contracting a public relations company to work directly with VIOHS to manage the HSP approved programs media campaigns.

Linkage Between Program Area

A combination of evidence-based enforcement and communications planning provides one of the greatest potential opportunities for reducing traffic crashes according to the *eight edition of A Highway Safety Countermeasure Guide for Highway Safety Offices*. The enforcement of traffic laws to include such violations as impaired driving and occupant protection initiatives combined with repeated messages should affect the knowledge, behavior, and action of motorists on the territory’s roadways. The objective should be to provide information about the program, including expected safety benefits, and to persuade motorists that detection and punishment for violations is certain. VIOHS aims to discourage impaired driving among residents, particularly youth, and visitors to the territory, and thus decrease incidences of fatality and serious injuries while experiencing increased use of restraints.

Strategies to address local traffic safety problems remains dependent upon the analyzed data and the focus of the campaign. The linkage is straightforward: the data suggests the selection of the appropriate countermeasure and program area based on the casual factors, the appropriate geographic locations to target, and the allocation of available resources. The funds allocated would address issues identified in the problem identification, meet set performance targets, and carry out a countermeasure strategy that would ensure the delivery of the message and the application of improved safety measures by motorists utilizing the roadways of the Virgin Islands.

Rationale

Based on NCHRP research, there are no studies of any campaign’s effects on driver knowledge,

attitudes, or behavior (Studdts, Knipling, Pfefer, Newuman, Slack, & Hardy, 2005, Strategies C1 and D2), however, according to the *ninth edition of A Highway Safety Countermeasure Guide for Highway Safety Offices*, a combination of evidenced-based enforcement and effective communications provides one of the greatest potential opportunities for reducing traffic crashes.

As in FY2022, the aim is to continue implementing a wide-scaled media campaign to draw attention to the VIOHS, what we do, our objectives and the overall message we are delivering. Combined with community outreach efforts and the adoption of an aggressive enforcement plan, law enforcement officers will experience a sense of pride and purpose for involvement and will willingly support future enforcement efforts. This serves as the basis for selecting this countermeasure strategy, funding for which shall be appropriate and reasonable.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
23-COMMGMT-402	COMMUNICATIONS MEDIA MANAGEMENT

Planned Activity: COMMUNICATIONS MEDIA MANAGEMENT

Planned activity number: **23-COMMGMT-402**

Planned Activity Description

NHTSA’s eight edition of *A Highway Safety Countermeasure Guide for Highway Safety Offices* (Chapter # 2: Section 3.2), reported that “mass-media outreach works best when it is part of a multifaceted campaign that includes high-visibility enforcement” (NHTSA, Chapter 5 Section: 2.1, 2.2).” The key objective of the VIOHS’ fiscal year 2021 communication initiative is to introduce a high-visibility communication and outreach plan which complements an active sustained enforcement schedule territory-wide. The VIOHS intends to implement a combination of high-visibility enforcement while maintaining sustained traffic safety messages directed towards reducing dangerous driving behaviors throughout the U.S. Virgin Islands. Through various media networks, the communications media management team will work with the VIOHS Director and staff to manage the FY2021 media outreach plan to increase the awareness of VIOHS’ mission and initiatives visibility through social media, advertising outlets such as LCD backlit ads at both airports on St. Thomas and on St. Croix, utilize as much local talent as is available to execute television and radio commercials for airing on local radio and television stations.

The VIOHS will seek to identify a full time Public Information Officer dedicated to the unit and its objectives by managing the Media Communications Program. The contracted employee will

include coordinate the media outreach for Occupant Protection, Impaired Driving, High Visibility Enforcement and Police Traffic Services; maintenance of the VIOHS website and all social media platforms; negotiation of advertising spaces on local and cable networks, local radio stations; roadside and billboard messaging. The objective of the *Communications Media Management* project is to effectively communicate information and coordinate the involvement of law enforcement to ensure the well-being of motorists throughout the territory.

Intended Subrecipients

VI Office of Highway Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2023	BIL NHTSA 402	Yes	\$125,000.00

AWARDED FUNDS CARRIED FORWARD

Funding Section	Source Fiscal Year	Fain	Carry Forward Funds
BIL NHTSA 405b	2022	69A3752230000405BVIL	\$113,036.17
SUP BIL NHTSA 405b	2022	69A3752230000SUP405BVIL	\$7,390.18
BIL NHTSA 402	2022	69A3752200004020VIO	\$944,022.87
SUP BIL NHTSA 402	2022	69A3752230000SUP4020VIO	\$52,950.87
	2021	69A37521300004020VIO	\$549,530.55
TOTAL			\$ 1,666,930.64

PLANNED PROJECTS LISTING

FY2023 - VIRGIN ISLANDS OFFICE OF HIGHWAY SAFETY				
Funding Section	Source Fiscal Year	Fain	PLANNED PROJECT	AMOUNT
BIL NHTSA 402	2022	69A37522300004020VIO	23-PA-402	\$403,374.00
BIL NHTSA 402	2022	69A37522300004020VIO	23-TRMAN-402	\$250,000.00
BIL NHTSA 402	2022	69A37522300004020VIO	23-TRSP-402	\$75,000.00
BIL NHTSA 402	2022	69A37522300004020VIO	23-BMVP-402	\$200,000.00
BIL NHTSA 402	2023	69A37522300004020VIO	23-BMVI-402	\$300,000.00
BIL NHTSA 402	2023		23-EMSDS-402	\$100,000.00
BIL NHTSA 402	2023		23-TRSII-402	\$240,000.00
BIL NHTSA 402	2023		23-eCITE-402	\$100,000.00
BIL NHTSA 402	2023		23-IDMAN-402	\$120,000.00
BIL NHTSA 402	2023		23-IDE-402	\$140,000.00
BIL NHTSA 402	2023		23-OPSMGR-402	\$160,000.00
BIL NHTSA 402	2023		23-IDESTX-402PT	\$40,000.00
BIL NHTSA 402	2023		23-IDESTT/STJ-402PT	\$40,000.00
BIL NHTSA 402	2023		23-OPESTT/STJ-402PT2	\$60,000.00
BIL NHTSA 402	2023		23-OPESTX-402PT1	\$60,000.00
BIL NHTSA 402	2023		23-PTSSM-402PT	\$50,000.00
BIL NHTSA 402	2023		23-PTS-PBPRM-402PT	\$50,000.00
BIL NHTSA 402	2023		23-PTSFST-402PT	\$50,000.00
BIL NHTSA 402	2023		23-PTSTRNG-402PT	\$70,000.00
BIL NHTSA 402	2023		23-PTSMAN-402	\$180,000.00
BIL NHTSA 402	2023		23-COMMGMT-402	\$125,000.00
TOTAL PLANNED PROJECTS 402				\$2,813,374.00
FY2023 - VIRGIN ISLANDS OFFICE OF HIGHWAY SAFETY				
Funding Section	Source Year	Fain	PLANNED PROJECT	AMOUNT
BIL 405b OP LOW	2022	69A3752230000405BVIL	23-OPCPS-FIT-405(b)	\$ 25,000.00
BIL 405b OP LOW	2022	69A3752230000405BVIL	23-OPCSTr-405(b)	\$ 28,000.00
BIL 405b OP LOW	2023		23-OPSSBS-405(b)	\$ 160,000.00
BIL 405b OP LOW	2023		23-OPHRP-NSBE-405(b)	\$ 45,000.00
BIL 405b OP LOW	2023		23-OPHRP-TD-405(b)	\$ 70,000.00
				\$ 328,000.00