

UNITED STATES VIRGIN ISLANDS

POLICE DEPARTMENT

OFFICE OF HIGHWAY SAFETY

HIGHWAY SAFETY PLAN EVALUATION

ANNUAL REPORT

December 31, 2011

Submitted by:

The Virgin Islands Police Department

Office of Highway Safety

131 Mount Welcome

Christiansted, St. Croix, U.S. Virgin Islands 00820

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Raymond L. Hyndman, Acting Commissioner U.S. Virgin Islands Police
Department/Governor's Representative

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ACRONYMS

AG	Attorney General
BAC	Blood Alcohol Concentration
BIT	Bureau of Information & Technology
BMV	Bureau of Motor Vehicles
CY	Calendar Year
DPW	Department of Public Works
DUI	Driving Under the Influence
ECC	Eastern Caribbean Center
ECR	Electronic Crash Reporting
EMS	Emergency Medical Services
EMSPCR	Emergency Medical Services patient Care Reporting
FARS	Fatality Analysis Reporting System
FMCSA	Federal Motor Carrier Safety Administration
FY	Fiscal Year
GHSA	Governor's Highway Safety Association
GPWSTYG	Grove Place Weed & Seed Youth Group
GR	Governor's Highway Safety Representative
HSP	Highway Safety Plan
HSPE	Highway Safety Plan Evaluation
MVB	Motor Vehicle Bureau
MMUCC	Model Minimum Uniform Crash Criteria
NAWHSL	National Association of Women Highway Safety Leaders
NC	No Change
NHTSA	National Highway Traffic Safety Administration
OMB	Office of Management and Budget
PI&E	Public Information & Education
PSA	Public Service Announcement
SADD	Students Against Destructive Decisions

SC	Superior Court
SCUC	St. Croix Unity Coalition, Inc.
SFST	Standard Field Sobriety Testing
SHSO	State Highway Safety Office
SIG	State Incentive Grant
STJ	St. John
STT	St. Thomas
STT/STJ	St. Thomas/St. John
STX	St. Croix
TOP	Teens on Point
VI	Virgin Islands
VIOHS	Virgin Islands Office of Highway Safety
VIPD	Virgin Islands Police Department
UAR	Uniform Accident Reports
UCR	Uniform Crash Report
USVI	United States Virgin Islands
YRBS	Youth Risk Behavior Survey

LETTER FROM THE VIRGIN ISLANDS POLICE DEPARTMENT
COMMISSIONER AND GOVERNOR'S REPRESENTATIVE



Raymond L. Hyndman
Acting Commissioner

As Acting Commissioner of the Virgin Islands Police Department (VIPD) and Governor's Representative, I am pleased to present the 2011 Highway Safety Plan Evaluation (HSPE) report. This report presents the results and effectiveness of our programs, outreach efforts, and safety campaigns executed during the calendar year. As the Governor's Representative, responsible for managing the Highway Safety Program for the United States Virgin Islands (USVI), I offer you an overview of our annual progress in protecting those that use our roads and highways.

Similar to prior years, we continued to take a multi-dimensional approach for strengthening our highway safety programs via examining our programs, enhancing our outreach efforts, educating the motoring public, embracing community and business partnerships, and harnessing technology.

In compliance with the National Highway Traffic Safety Administration's (NHTSA's) reporting guideline, this year, our core-outcome and behavioral performance measures results are being presented by calendar year (CY); and our activity performance results are presented by fiscal year. In calendar year 2011, there were (3,946) crashes and (5) serious injuries resulting from crashes across the territory. Both represent a significant decrease below the three preceding reporting years. I am also pleased to report that we also realized the following decreases in the number of traffic-related fatalities: speeding-related (-1), unhelmeted motorcyclist (-1), and pedestrian (-3). Unfortunately, we are reporting an increase of (+2) in the number of unrestrained passenger-vehicle occupant fatalities, and an increase of (+1) in the number of drivers age 20 or younger involved in fatal crashes. The number of impaired driving arrests also increased in CY 2011 from (169) in CY 2010 to (177) in CY 2011. There was no change in the number of unhelmeted motorcyclist fatalities in CY 2011, this figure remained at one (1).

Other traffic indicators such as speeding citations issued and the number of serious injuries in traffic crashes also decreased. Speeding citations issued decreased from (1,827) in fiscal year (FY) 2010 to (461) in FY 2011. Serious injuries in traffic crashes decreased from (13) in CY 2010 to (5) in CY 2011.

Another important indicator is the percentage of seatbelt use; however, due to administrative contractual delays, the data collection and analysis were not conducted earlier enough in CY 2011 such that this number was available to be reported for this CY reporting period.

Through education, enforcement, technology, and behavior modification programs our commitment remains resolute in moving more aggressively forward to ensure that we elevate our ability to save the lives of those that use our roads and highways.

Raymond L. Hyndman

Raymond L. Hyndman
Acting Commissioner/Governor's Representative
USVI Police Department

MESSAGE FROM THE VIRGIN ISLANDS OFFICE OF HIGHWAY SAFETY'S ADMINISTRATOR

As the newly appointed Highway Safety Administrator, I am pleased to present our 2011 USVI-OHS Evaluation Report. Although, there has been a change in leadership and two physical moves within the last twelve months, we have continued to progress effectively. In the short five month in which I have had the pleasure of leading this office in the delivery, development, and implementation of traffic safety programs, we have seamlessly continued to move forward in ensuring that those that use our roads and highways are protected whether through outreach, collaboration and partnership, enforcement, or behavior modification.

Under the auspices of the VIOHS there are six (6) key program areas: Planning and Administration, Alcohol, Occupant Protection and Child Passenger Safety, Police Traffic Service, Pedestrian and Bicycle Safety, and Traffic Records. Each area is managed by a program coordinator who works diligently to ensure specific NHTSA core outcome, core behavior, and activity performance measures are met. For the six program areas for which our program coordinators have stewardship, 60 percent of our assigned NHTSA performance measures were met during the performance period.

Although we were unable to totally eliminate fatalities (unrestrained passenger vehicle occupant and drivers age 20 or younger) in CY 2011, we are proud to report positive decreases in a number of key performance areas. For instance, the number of crashes in CY 2011 dramatically decreased from 5,571 in CY 2010 to 3,946. We also realized 33 to 63 percent decreases in the number of serious injuries in traffic crashes and the number of fatalities. We are further pleased to report that the number of speed-related and unhelmeted motorcyclist fatalities also decreased in CY 2011.

To ensure that we move closer in meeting a higher percentage of our core outcome, core behavior, and activity NHTSA performance measures in CY 2012 as the designated VI Highway Safety Coordinator, I am committed to providing the tools, training, professional development, and other support necessary to effect success. In conjunction, via elevating our leadership role as it pertains to territorial highway safety, it is also my aim to pursue greater alliances with those that have the common goal of ensuring the protection and safety of all who use our roads and highways, whether pedestrian or driver.

Meridith Nielsen

Meridith Nielsen
Administrator, VIOHS

EXECUTIVE SUMMARY

As with prior year reports, our 2011 Highway Safety Plan Evaluation offers a robust discussion and analysis of our highway safety program and results. Our 2011's evaluation presents detailed analysis of our effectiveness in achieving the goals, objectives, and performance targets established in Highway Safety Plan (HSP).

In our 2011 annual report we are reporting our core-outcome and behavioral performance measure results by calendar year and our activity performance measure results by fiscal year; which is in compliance with the NHTSA reporting guidelines. Under our core-outcome measures; there were decreases in the number of crashes and injuries that occurred in calendar year 2011. One thousand six hundred twenty-five less crashes occurred in calendar year 2011 than occurred calendar year 2010. The number of overall fatalities decreased from (11) in CY 2010 to (8) in CY 2011. We also realized (8) less serious injuries in traffic crashed and (1) less speed-related fatalities. While are pleased to report that we had a decrease of (3) three fewer pedestrian fatalities in calendar year 2011; however, we believe that there were still three too many that occurred. There was no change in the number of motorcycle fatalities and an increase of (1) one driver age 20 or younger in a fatal crash.

As in previous years, the successful execution of our HSP have come as a result of strong partnerships with elected officials, other governmental agencies, private-sector partners, nonprofit organizations, and dedicated citizens in the USVI; all of whom have assisted in effective program planning and plan implementation.

Annually, we revisit our tactical approach for how we will address reducing the number of traffic crashes, injuries, and fatalities. To better manage and reduce the number of traffic incidents for an every-increasing population of vehicles and new drivers in the territory; each year we conduct a thorough and comprehensive review of our six program areas. During this process we review our preceding 12-month performance results, assess future challenges, and reassess our current position to determine how best to invest our fiscal budget.

Finally, our three activity performance measures, which assess enforcement activities during the fiscal year grant-funding period, were: 1) numbers of seatbelt citations, 2) impaired driving arrests, and 3) speeding citations issued¹. During fiscal year 2011, 1,912 seatbelt citations were issued which were 284 less than the prior year. In in 2011, the number of impaired driving arrests increased slightly in 2011 from (169) to (177) driving arrests.

¹ 2011 Data Unavailable

CHAPTER ONE – INTRODUCTION: VIRGIN ISLANDS OFFICE OF HIGHWAY SAFETY



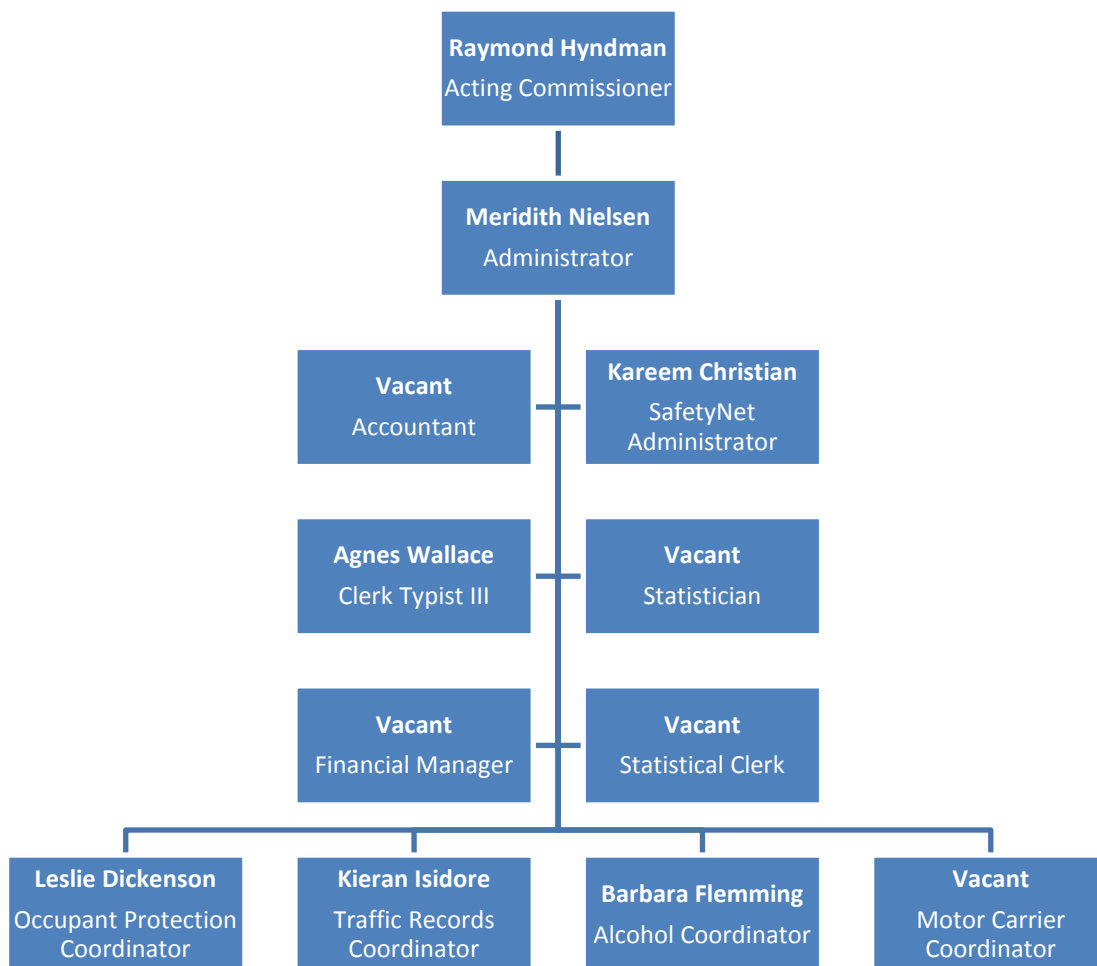
ORGANIZATION STRUCTURE|BACKGROUND

In accordance with the Highway Safety Act of 1966, the Virgin Islands established what is known as the Virgin Islands Office of Highway Safety (VIOHS) to assist in the reduction of crashes throughout the territory. VIOHS is a division within the VIPD, and serves as the territory's designated State Highway Safety Office (SHSO).

The Police Commissioner serves as the Governor's Highway Safety Representative (GR) and the Administrator of the VIOHS serves as the Virgin Islands Highway Safety Coordinator. The Virgin Islands highway safety program is facilitated by the VIOHS staff and supported by the National Highway Traffic Safety Administration (NHTSA) formula and incentive funds as well as local funds and is positioned organizationally as depicted in figure 1 that follows.

The primary functions of the VIOHS include:

- **Administration:** Includes the management of federal highway safety funds (402,405,406, and 408), local funds (non-matching); distribution of these funds to sub-grantee agencies and preparation of the annual Highway Safety Plan, and annual Highway Safety Plan Evaluation.
- **Problem Identification:** Includes identification of actual and potential traffic hazards and the development of effective countermeasures.
- **Monitoring and Evaluation:** Includes monitoring initiatives that impact highway safety and evaluating the effectiveness of approved highway safety projects.



(Figure 1: 2011 Organizational Chart)

VIOHS STAFFING

VIOHS is currently authorized ten (10) positions; of which six (6) are filled as follows:

Administrator	Meridith Nielsen
Clerk Typist	Agnes Wallace
SafetyNet Coordinator	Kareem Christian
Traffic Records	Kieran Isidore
Motor Carrier Safety Assistance Program	Vacant
Accountant	Vacant
Occupant Protection Program Coordinator	Leslie Dickenson
Alcohol Coordinator	Barbara Flemming
Statistical Clerk	Vacant
Financial Manager	Vacant

MISSION STATEMENT

Implementing a comprehensive strategy aimed at reducing traffic crashes, injuries, and saving lives on our roads and highways

GOALS & OBJECTIVES

Table 1. Program Goals & Objectives

PROGRAM TITLE/AREA	PROGRAM GOAL/OBJECTIVE
Alcohol	<ol style="list-style-type: none"> 1. Increase the number of impaired driving arrests during grant funded enforcement activities 2. Decrease alcohol impaired fatalities
Occupant Protection	<ol style="list-style-type: none"> 1. Decrease the number of unrestrained fatalities 2. Increase the observed seatbelt usage rate of front seat occupants 3. Increase the number of seatbelt citations issued
Pedestrian/Bicycle Safety	<ol style="list-style-type: none"> 1. Decrease the pedestrian fatalities
Police Traffic Services	<ol style="list-style-type: none"> 1. Decrease the total number of crashes 2. Decrease the total number of injuries 3. Maintain the total number of fatalities
Motorcycle Safety	<ol style="list-style-type: none"> 1. Decrease motorcycle fatalities 2. Decrease the number of unhelmeted motorcyclists fatalities
Planning & Administration	<ol style="list-style-type: none"> 1. Provide effective and efficient management to the Virgin Islands Safety Programs

THE HIGHWAY SAFETY PLAN (HSP) | PROCESS DESCRIPTION

The calendar year 2011 Highway Safety Plan (HSP) is comprehensive strategy via a number of programs to be executed that addresses serious societal problems of property damage, injuries, and fatalities resulting from traffic crashes. The plan identifies programs and projects that have been designed to mitigate the traffic crash problem.

Each year the VIOHS prepares a HSP that describes the projects recommended for funding for the federal fiscal year (October 1 through September 30). For the most part, the projects presented in the current year HSP are a continuation of projects from the prior year. A high number of projects are on-going initiatives. Projects that were started in the previous fiscal year are given the higher priority in order to allow them to achieve full implementation.

Development of the HSP is a multi-stepped process that begins early in the calendar year and proceeds the federal calendar year. All projects are identified and a call for proposal is disseminated to prior year and potential new traffic safety project managers. Proposals must minimally include a clear problem statement, estimated costs, goals, objectives, performance measures, and expected outcomes and strategies for results. Once proposals are received, proposed projects are assigned and reviewed by the appropriate VIOHS safety staff member and or program coordinator.

VIOHS staff analyzes traffic safety data and information available from the VIPD and VIOHS. The data is used to identify emerging problem areas, as well as, to validate the problem statements by agencies that have submitted proposals for funding consideration.

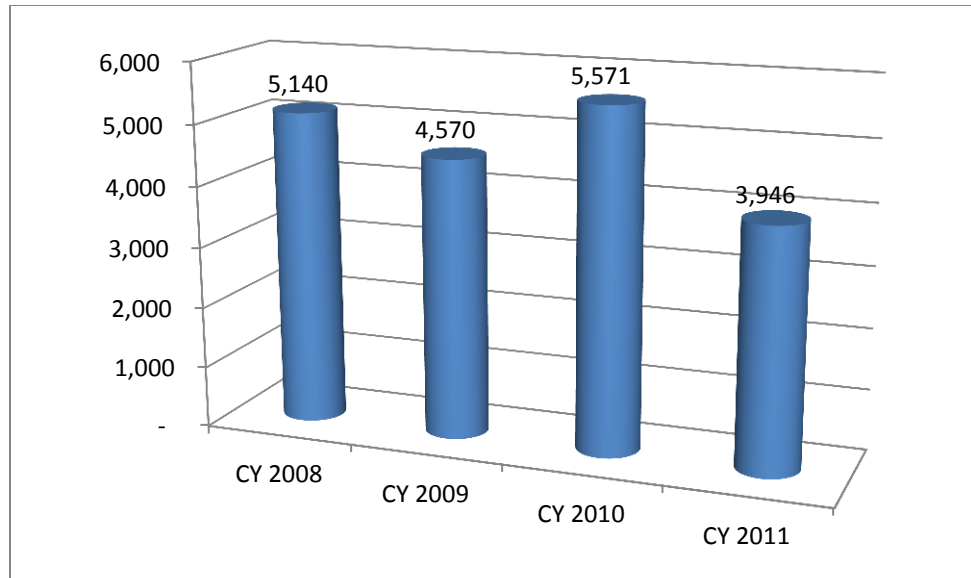
The process of selection/monitoring of on-going or new projects involve the following (see figure 2):



(Figure 2: Highway Safety Annual Planning Process)

PROBLEM STATEMENT

Traffic data for calendar year 2011, reflects a significant decrease in the number of traffic crashes territory wide. Calendar year 2011 reflects the most significant decrease in the number of crashes territory wide since 2008. Calendar year 2011 traffic crashes were (3,946) as compared to (5,571) traffic crashes in CY 2010, reflecting a decrease (1,625) below the previous CY. While our decrease in the number of crashes in CY 2011 is significant, we continue to be unable to identify a CY trend, as the number of crashes reported from year to year, continue to vary greatly. Overall, for calendar years 2008 through 2011 the mean is calculated at 4,806.75 and the median is 4,855. Descriptive statistics calculate the range as 1,625 with a minimum of 3,946 and a maximum of 5,571.



(Figure 3: Territory-Wide Crashes by Calendar Year)²

The leading contributing factors in crashes in 2011 across the territory were: failure to maintain safe distance (898) as number one, followed by improper reversing (572), and failure to yield to right of way (535). The number of drivers arrested for driving impaired (177) increased in calendar year 2011 from (169) arrests in the prior calendar year; however, while, only a moderate increase, we continue to work to decrease this figure.

As in CY 2010, we continued to recognize in CY 2011 that we need to expand the analysis of the types of data collected such as population demographics, registered vehicles, and number of licensed drivers. We believe this additional data will allow us to better analyze cause and effect relationships more effectively; thereby, providing us data to make a larger impact on achieving many of our core outcome and behavioral performance targets while simultaneously achieving our overall traffic safety goal. We also continued our commitment to moving forward in enhancing our emphasis on behavior modification, building community and non-governmental organization partnerships, and influencing youth behaviors.

² Data Source: Traffic Crash Statistics Report by Calendar & Fiscal Year (December 21, 2011)

SUMMARY of 2011 HSP PERFORMANCE GOAL TARGETS & ACTUALS

Table 2 summarizes the status of performance measures and targets established in our FY 2011 Highway Safety Plan submitted to the National Highway Traffic Safety Administration.

Table 2. Highway Safety Plan Performance Goals, Targets, and Actuals

HSP PERFORMANCE GOAL	CY2011/FY2011 TARGET	CY2011/FY2011 ACTUAL	STATUS
Fatalities	20% decrease of CY2009 or 16	8	Target exceeded.
Injuries	10% decrease of CY2009 or 1,130	917	Target exceeded.
Impaired Driving Fatalities ³	0	---	---
Unrestrained Fatalities	4	3	Target exceeded.
Unhelmeted Motorcyclists	0	0	Target met.
Drivers 20 or Under Fatalities	0	1	Target not met.
Pedestrian Fatalities	1	3	Target not met.
Observed Belt Use	88%	Data Unavailable	---
Seat Belt Citations	3,342	1,912	Target not met.
Impaired Driving Arrests	167	177	Target exceeded.
Speeding Citations	962	461	Target not met.

³ Data not available

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (NHTSA) &
GOVERNOR'S HIGHWAY SAFETY ASSOCIATION MINIMUM SET OF
PERFORMANCE MEASURES DEFINITIONS

- C-1 Number of traffic fatalities
- C-2 Number of serious injuries in traffic crashes
- C-4 Number of unrestrained passenger vehicle occupant fatalities
- C-5 Number of fatalities in crash involving a driver or motorcycle operator with a BAC of .08 and above
- C-6 Number of speeding-related fatalities
- C-7 Number of motorcyclist fatalities
- C-8 Number of unhelmeted motorcyclist fatalities
- C-9 Number of drivers age 20 or younger involved in fatal crashes
- C-10 Number of pedestrian fatalities
- B-1 Observed seatbelt use for passenger vehicles, front-seat outboard occupants (survey)
- A-1 Number of seatbelt citations issued during grant-funded enforcement activities (grant activity reporting)
- A-2 Number of impaired driving arrests made during grant-funded enforcement activities (grant activity reporting)
- A-3 Number of speeding citations issued during grant-funded enforcement activities (grant activity reporting)

CHAPTER TWO – FACTS & FIGURES



Each year the Virgin Islands Office of Highway Safety (VIOHS) develops a comprehensive Highway Safety Plan (HSP) which reflects our overall goal to reduce traffic crashes, injuries, and fatalities on our roadways. We are pleased to report another effective year in decreasing the overall number of traffic fatalities. Facts and figures for CY 2011 are summarized below. All figures were extracted from the CY 2011 Traffic Crash Statistics Report produced by the United States Virgin Islands Police Department, Office of Highway Safety.

CALENDAR YEAR 2011 QUICK FACTS⁴

<i>Crashes</i>	There was a decrease of 1,625 or approximately 41.18 percent in the percentage of crashes in the territory during CY 2011. CY 2011's data reveals that crashes territory wide decreased significantly. The total number of crashes in 2011 is the lowest over the four-year reporting period. The four-year average number of injuries from roadway crashes is approximately 4,807.
<i>Serious Injuries in Traffic Crashes</i>	There was a significant decrease in the number of serious injuries resulting from traffic crashes in CY 2011. Serious injuries decreased from (13) in CY 2010 to five (5) in 2011.
<i>Fatalities</i>	There were (3) three less fatalities on VI highways in CY 2011; decreasing from (11) eleven to (8) eight or by approximately 27 percent.
<i>Unrestrained Passenger Vehicle Occupant Fatalities</i>	There was an increase of (2) two more unrestrained passenger vehicle occupant fatalities in CY 2011, than in CY 2010.

⁴ Data Source: Traffic Crash Statistics Report by Calendar & Fiscal Year (December 21, 2011)

<i>Pedestrian Fatalities</i>	There was a 50 percent decrease in the number of pedestrian fatalities in CY 2011. Calendar year 2011 pedestrian fatalities decreased from six (6) in CY 2010 to (3) three in CY 2011.
<i>Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of .08 and above</i>	CY 2011 represents the third consecutive year that there were zero fatalities resulting from crashes involving a driver or motorcycle operator with a BAC of .08 and above.
<i>Motorcyclist Fatalities</i>	Motorcycle fatalities remained at (1) one in CY 2011; representing no change.
<i>Unhelmeted Motorcyclist Fatalities</i>	There were no unhelmeted motorcyclist fatalities in CY 2011 and remains at zero fatalities for the second consecutive year.
<i>Drivers Age 20 or Younger Involved in Fatal Crashes</i>	There was an increase of one (1) driver age 20, or younger, involved in a fatal crash in CY 2011; which represents an increase above those occurring in CY 2010, which was zero.
<i>Speeding-Related Fatalities</i>	Speeding-related fatalities decreased for the second year by one (1) in CY 2011.
<i>Speeding Citations Issued</i>	The number of speeding citations issued in FY 2011 decreased to (461) in FY 2011 from (1,827) speeding citations issued in FY 2010.
<i>Impaired Driving Arrests</i>	There was a modest increase in the number of impaired driving arrests in FY 2011. Arrests increased from (169) in FY 2010 to (177) in FY 2011.
<i>Seatbelt Use for Passenger Vehicles</i>	Calendar year data was not available for 2011.

Table 3 below summarizes the trend in the number of crashes, injuries, fatalities, and citations issued during each calendar or fiscal year (2006 through 2011); as well as the amount of change between calendar or fiscal years 2010 and 2011.

Table 3. Territory-Wide Calendar & Fiscal Year Trends⁵

TOTAL NUMBER OF		CY 2006	CY 2007	CY 2008	CY 2009	CY 2010	CY 2011	+/- Change between CY '10 & CY '11
	Crashes	---	---	5,140	4,570	5,571	3,946	-1,625
C-1	Fatalities	11	13	18	16	11	8	-3
C-2	Serious Injuries in Traffic Crashes	---	---	18	12	13	5	-8
C-4	Unrestrained Passenger Vehicle Occupant Fatalities	2	2	4	2	1	3	+2
C-5	Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of .08 & above	0	0	1	0	0	0	0
C-6	Speeding-Related Fatalities	3	3	7	5	4	3	-1
C-7	Motorcyclist Fatalities	1	2	3	2	1	1	NC ⁶
C-8	Unhelmeted Motorcyclist Fatalities	1	0	1	0	1	0	-1
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes	0	1	1	1	0	1	+1
C-10	Pedestrian Fatalities	2	1	3	5	6	3	-3
B-1	% Seatbelt Use for Passenger Vehicles	80.2%	83.4%	83.8%	85.8%	87.5%	---	---
TOTAL NUMBER OF		FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	+/- Change between CY '10 & CY '11
A-2	Impaired Driving Arrests	133	149	125	151	169	177	+8
A-3	Speeding Citations Issued	45	138	629	1,428	1,827	461	-1,366

⁵ Data Source: Traffic Crash Statistics Report by Calendar & Fiscal Year (December 21, 2011)

⁶ NC = No change

⁷ 2011 data not available

⁸ 2011 data not available

CALENDAR YEARS 2008 – 2011 CONTRIBUTING FACTORS TO VEHICLE CRASHES

Table 4 below summarizes contributing factors across the territory. Improper reversing (832) and failure to yield the right-of-way to a vehicle (738) were the two most cited contributing factors in crashes and increased in CY 2011.

Failure to maintain a safe distance decreased to (601) in CY 2011 from 948 in CY 2010. Driving under the influence increased in CY 2011 to (110) from (68) in the previous calendar year. Improper passing or overtaking and making improper turns (each 134), speeding too fast for road conditions (120), and exceeding lawful speed limits (41) each increased in CY 2011. See table 4.

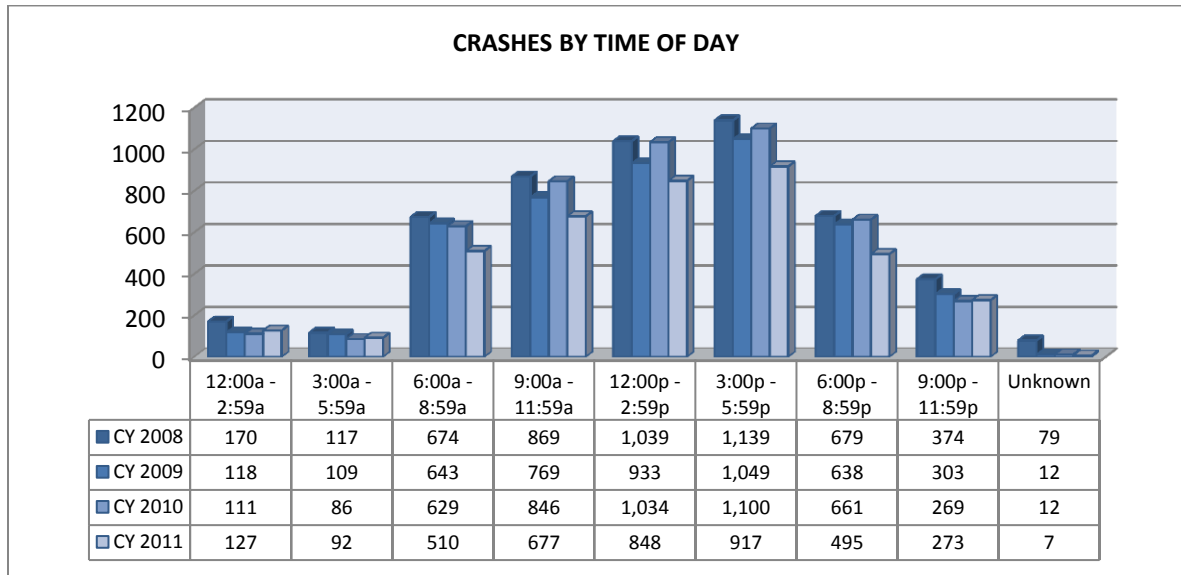
Table 4. Territory-Wide Calendar Year Contributing Factors⁹

CONTRIBUTING FACTOR	CY 2008	CY 2009	CY 2010	CY 2011	+/- Change between CY'10 & CY '11
Failure to yield right of way to vehicle	806	754	666	738	+72
Failure to maintain safe distance	1161	825	948	601	-347
Improper reversing	704	604	729	832	+103
Improper passing/overtaking	123	106	100	134	+34
Making improper turn	82	79	108	134	+26
Speeding too fast for road conditions	162	118	96	120	+24
Exceeding lawful speed	63	43	27	41	+14
Driving under the influence	56	62	68	110	+42

⁹ Data Source: Traffic Crash Statistics Report by Calendar & Fiscal Year (December 21, 2011)

CALENDAR YEARS 2008 – 2011 CRASHES BY TIME OF DAY

Calendar year 2011 data captured reveals that the number of crashes in every category decreased in all time categories below CY 2010 reported levels. Data captured to determine the time-of-day that crashes occur reveals that the time of day an accident occurs also appear to influence the number of crashes. While significantly less than the prior year, figure 4 reveals that more crashes continue to occur between the hours of 3 p.m. and 5:59 p.m. (917 crashes) and 12 noon and 2:59 p.m. (848 crashes) in CY 2011. Given this pattern has continued from year to year, a correlation analysis is warranted to attempt to determine the cause or causes. See figure 4.

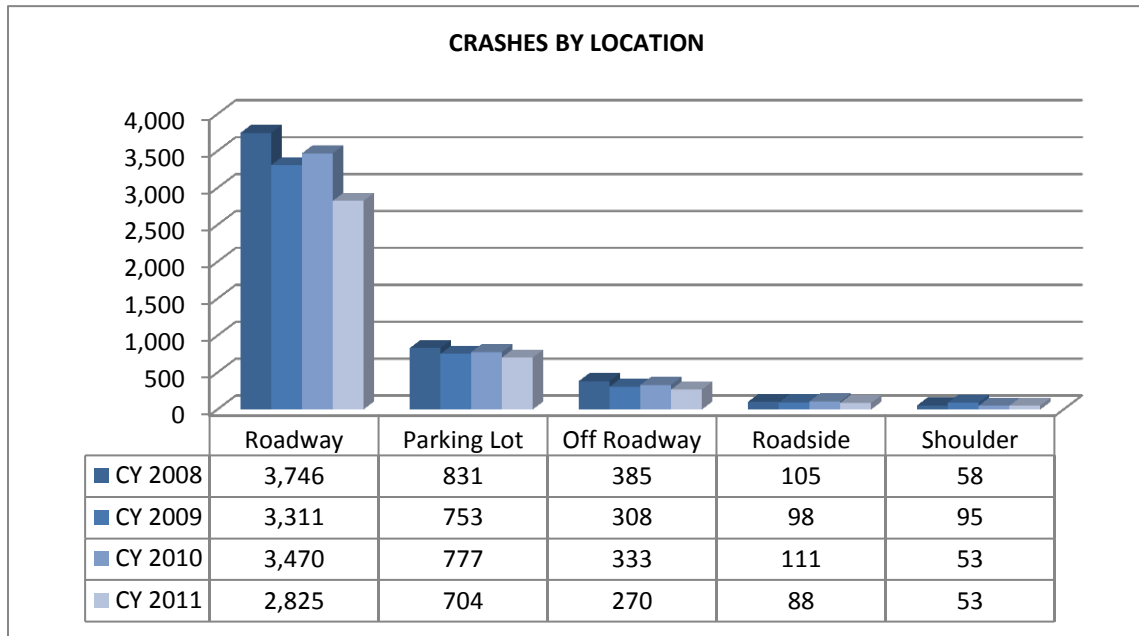


(Figure 4: Crashes by Time of Day)

¹⁰ Traffic Crash Statistics Report by Calendar & Fiscal Year (December 21, 2011)

CALENDAR YEARS 2008 – 2011 CRASHES BY LOCATION

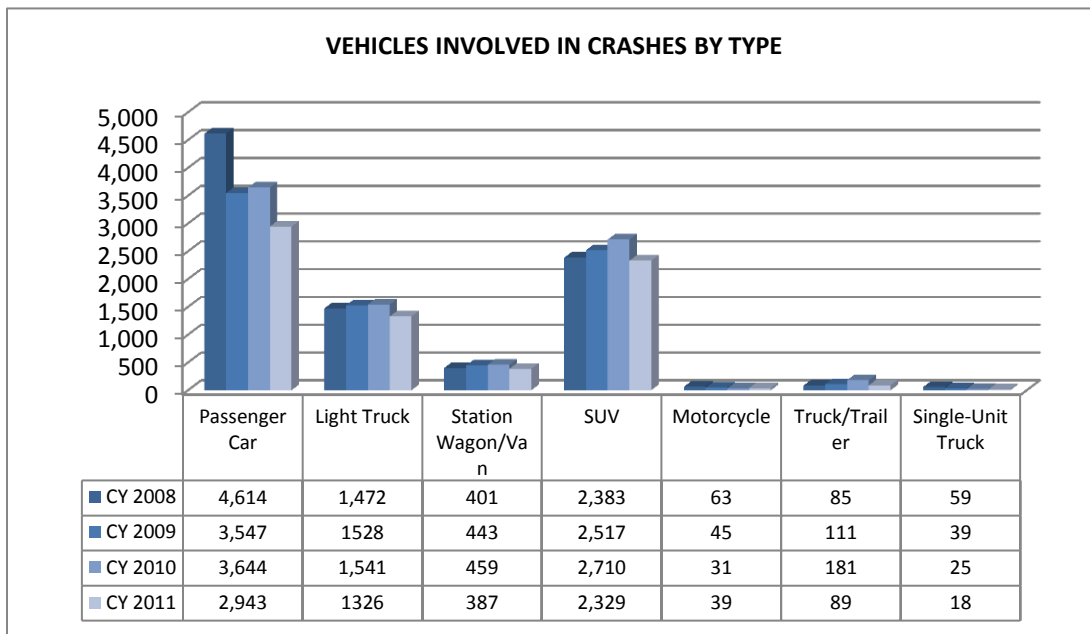
Although significantly lower, crashes on roadways (2,825) continue to outpace crashes in all other reported locations in CY 2011. Again, in calendar year 2011, crashes in parking lot locations were the second highest (704 crashes) and off roadway crashes (270 crashes) were third. Roadside (88 crashes) and shoulder locations (53 crashes) were the least likely locations for crashes to occur (figure 5).



(Figure 5: Crashes by Location)

CALENDAR YEARS 2008 – 2011 CRASHES BY TYPE OF VEHICLE

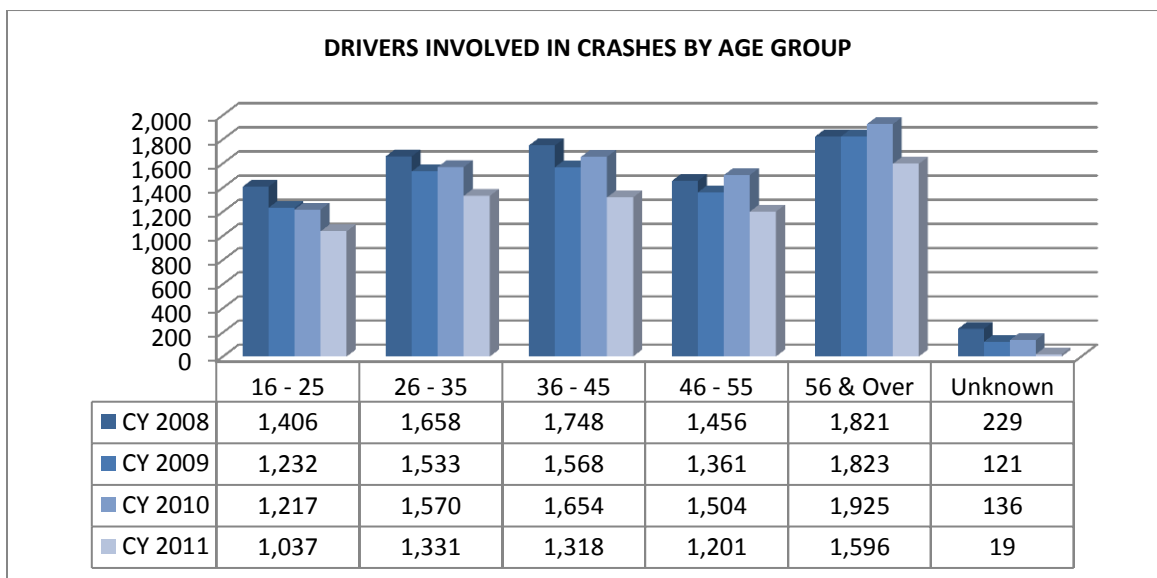
Overall, there were decreases in the number and each of the types of vehicles involved in crashes in CY 2011. Figure 6 below reveals that in CY 2011, that for the third consecutive calendar year, more passenger cars (2,943) were involved in crashes than any other type of vehicle. Sports utility vehicles (SUVs) represented the second highest number crashes (by type of vehicle) involved in crashes (2,329), followed by light trucks (1,326), station wagons or vans (387), trucks/trailers (89), motorcycle (18), and single-unit trucks (10). See figure 6.



(Figure 6: Vehicles Involved in Crashes by Type)

CALENDAR YEARS 2008 – 2011 CRASHES BY AGE GROUP

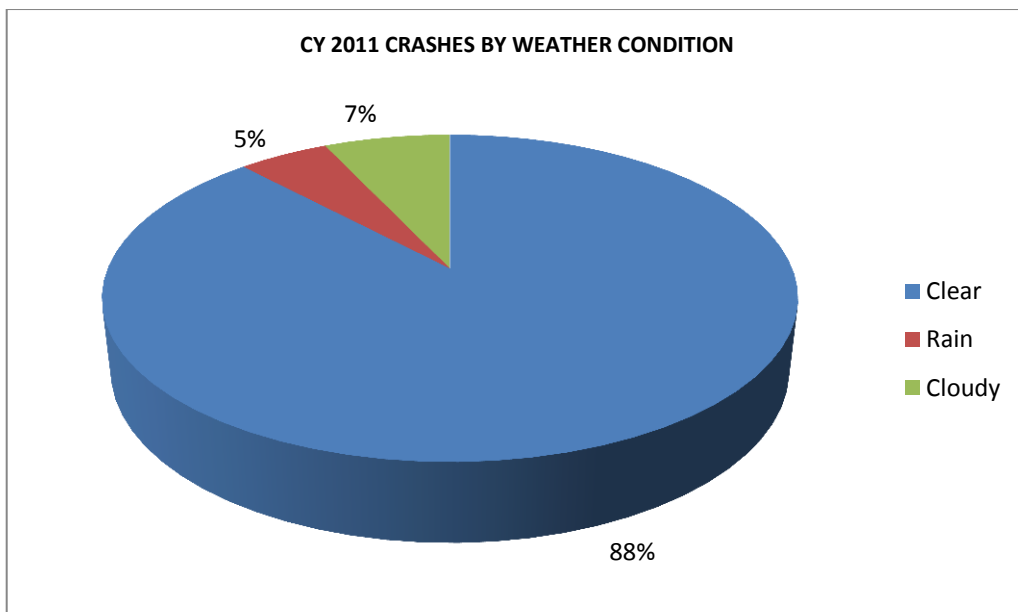
In CY 2011, the most significant numbers of drivers involved in crashes by age group were those 56 and over (1,596); followed closely by those in the 26 to 35 (1,331) and 36 to 45 age (1,318) groups. Drivers 56 years of age and older continue to be the largest age group represented each year in crashes. Those in the 16 to 25 age group were the least represented. See figure 7.



(Figure 7: Number of Drivers Involved in Crashes by Age Group)

CALENDAR YEAR 2011 ROADWAY CRASHES BY ROAD VISIBILITY

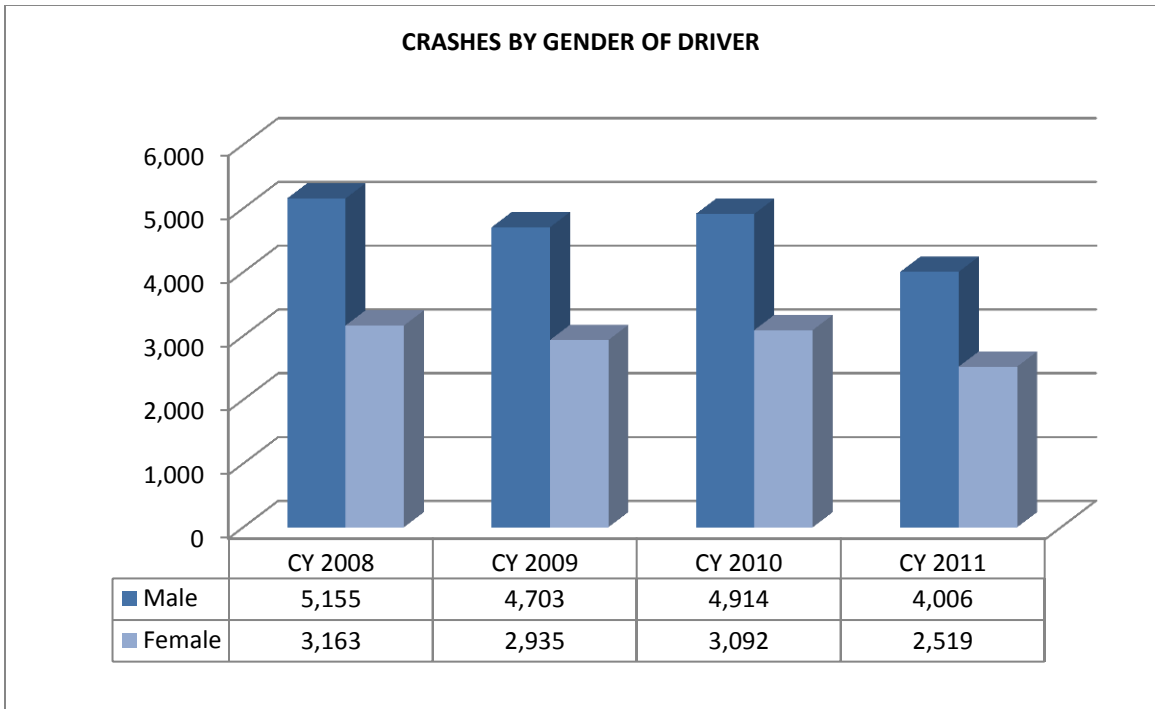
There were fewer crashes that occurred on days with clear weather conditions (88 percent) in calendar 2011 than the percentage that occurred in calendar year 2010 (91 percent). On days when there was rain; the percentage of crashes that occurred decreased to 5 percent in CY 2011 from 6 percent in CY 2010. The percentage of crashes that occurred on days when cloudy weather conditions were present increased from 3 percent in CY 2010 to 7 percent in CY 2011. See figure 8.



(Figure 8: Percent of Crashes by Weather Condition)

CALENDAR YEARS 2008 – 2011 CRASHES BY GENDER OF THE DRIVER

There was a significant shift in the numbers of males and females involved in crashes from calendar year 2010 to CY 2011. In CY 2011 the number of males and females involved in crashes both decreased. The number of females involved in crashes decreased from 3,092 in CY 2010 to 2,519 or by 18.5 percent in CY 2011; whereas, the number of males involved in crashed decreased from 4,914 in CY 2010 to 4,006, or also by approximately 18.5 percent in CY 2011 (figures 9).



(Figures 9: Crashes by Gender of Driver)

CHAPTER THREE – CORE SAFETY STRATEGIES



Four strategies were implemented to achieve our traffic safety metrics: Occupant Protection, Alcohol Countermeasures, Speed Control Countermeasures, and Traffic Records.

CORE OUTCOME, BEHAVIOR, AND ACTIVITY PERFORMANCE MEASURES

Table 5. Core Outcome, Behavior, and Activity Performance Measures

PROGRAM AREA	PERFORMANCE MEASURE	TYPE	PERFORMANCE PERIOD
Planning & Administration	C1, C-2	Core Outcome	January 1 – December 31
Impaired Driving	A-2	Activity	October 1 – September 30
Behavior Modification	B-1	Core Behavior	January 1 – December 31
Occupant Protection	C-4	Core Outcome	January 1 – December 31
Motorcycle	C-5, C-7, C-8	Core Outcome	January 1 – December 31
Police Traffic Services	A-1, A-2, A-3	Activity	October 1 – September 30
	C-6	Core Outcome	January 1 – December 31
Motorcycle Fatalities	C-5	Core Outcome	January 1 – December 31
Youth Alcohol	C-9	Core Outcome	January 1 – December 31
Pedestrian/Bicycle Fatalities	C-10	Core Outcome	January 1 – December 31

STRATEGY ONE | OCCUPANT PROTECTION

Overall, our core strategy is to enhance our community presence. Strategies for addressing the growing need for child passenger clinics were aggressively pursued in CY 2011. By partnering with parents, caregivers, and other community leaders, collectively, we have collaborated to offer additional clinics and safety checks throughout the year.

We have also continued to collaborate with community partners such as the Rotary, Queen Louise Home for Children, and Hispanos Unidos of the Virgin Islands to ensure that the safety message of buckling up is being echoed through the community.

As in previous years, we continue to increase the number of car seats offered free of charge to the public, and have increased the number of clinics to train community members in how to properly install car seats.

STRATEGY TWO | ALCOHOL COUNTERMEASURES

In CY 2011 a group of community organizations were unified to write a strategic plan for addressing drunk driving and underage drinking. As part of this effort the community groups reviewed both alcohol and impaired driving laws. The first draft of the plan is scheduled for completion early 2012.

During Alcohol Awareness Month, presentations at four public and one private high school were conducted in 2011. Other initiatives such as public information and education campaigns were designed and implemented to enhance public awareness of the dangers and consequences of drunk driving and underage drinking increased 100 percent during the calendar year.

In CY 2011, the St. Croix Unity Coalition, Incorporated, in collaboration with Teens on Point (TOP) and the Grove Place Weed & Seed Youth Group (GPWSTYG) implemented a youth underage drinking and multi-media campaign to increase community awareness of the harmful effects of alcohol use on adolescents. Taking advantage of the Internet, video production, and print media, TOP and GPWSTYG created and disseminated a community message to communicate the harmful effects of alcohol use. This program was effective in running continuous public service announcements on the radio and local television stations for disseminating our core dangers of alcohol use message throughout the community.

STRATEGY THREE | SPEED CONTROL COUNTERMEASURES

Our public information and education campaign in all program areas continues to be the core of our efforts. It is through public information and education that we are affecting the driving behaviors of the motoring public.

STRATEGY FOUR | TRAFFIC RECORDS

There was measurable progress, as well as great strides in data collection and reporting in 2011. Since the completion of the following three projects: 1) crash reporting re-design, 2) electronic crash reporting (ECR) system, and 3) the emergency medical services patient care reporting (EMSPCR) system we have identified measurable improvements and decreases in fatalities territory wide.

CHAPTER FOUR – PROGRAM OVERVIEWS



PLANNING & ADMINISTRATION PROGRAM AREA

Funding Source(s):	402 Funds
Awarded Amount:	Data unavailable
Expended Amount to Date:	Data unavailable
Funded Agency or Agencies:	Virgin Islands Office of Highway Safety
Report Start Date:	January 1
Report End Date:	December 31
Reporting Date:	December 31
Status:	On Schedule

PROGRAM OVERVIEW

The Planning and Administration program includes those activities and costs necessary for the overall management and operations of the highway safety office. These activities include:

- Identifying the territory's most significant traffic safety problems;
- Prioritizing problems and developing methods for the distribution of funds;
- Developing the annual highway safety plan (HSP);
- Selecting individual projects for funding;
- Evaluating accomplishments;
- Developing annual highway safety plan evaluations (HSPE);
- Increasing public awareness and community support;
- Chair the Traffic Records Coordinating Committee and Task Forces;
- Coordinating public information and educational programs; and
- Generally promoting and coordinating traffic safety in the Virgin Islands

PROBLEM STATEMENT

The USVI saw a rise in the number of crashes territory wide. Additionally, we are observing an emergence in the types and numbers of contributing factors in road and highway incidents. As technological advances continue to be offered to those that use our road and highway throughout the territory, the VIOHS must also remain attuned to how those advance both challenge and provide opportunities for us to reduce the number of lives lost to traffic incidents.

PERFORMANCE OBJECTIVES

- Decrease the total number of crashes from 5,793 to 5,214
- Decrease the average number of traffic fatalities from 21 to 4
- Decrease the total number of injuries from 1,044 to 937

PERFORMANCE GOALS

- Reduce motor-vehicle related crashes, thereby, reducing the fatalities, injuries, and resulting property damage
- Provide effective and efficient management to the Virgin Islands Highway Safety Programs

PERFORMANCE MEASURES

C-1 = Number of fatal crashes

C-2 = Number of fatalities

PROGRESS TO DATE

In 2011 VIOHS:

The Virgin Islands Office of Highway Safety (VIOHS) continued to provide funding for the management, supervision, support and operating services that are necessary to conduct the Virgin Islands Highway Safety program during 2011.

Table 6. Number of Fatal Crashes & Fatalities Core-Outcome Performance Measure CY 2011 Performance Results

PERFORMANCE MEASURE (C-1 & C-2)	CY 2010 ACTUAL	CY 2011 PERFORMANCE TARGET	CY 2011 ACTUAL PERFORMANCE	EXPLANATION
Number of fatal crashes	10	8 or 20% decrease	8	Target met. This target was met in calendar year 2011.
Number of fatalities	11	8 or approximately 20% decrease	8	Target met. This target was met in calendar year 2011.

ADDITIONAL COMMENTS AND/OR EVALUATION

Processing documents through the Department of Property and Procurement continues to be a major obstacle for getting contracts or procurement of large ticket items processed in a timely manner. The process continues to be considerably lengthy.

PLANS TO DATE

ALCOHOL PROGRAM AREA

Funding Source(s):	402
Awarded Amount:	\$103,000.00
Expended Amount to Date:	\$37,775.16
Funded Agency or Agencies:	VIPD, Unity Coalition of St. Croix, VIOHS
Report Start Date:	January 1/October 1
Report End Date:	December 31/September 30
Reporting Date:	December 31
Status:	On-going

PROGRAM OVERVIEW

The Alcohol Program Area consists of three projects: 1) Impaired Driving Enforcement, 2) Youth Alcohol, and 3) Alcohol Program Management. These programs execute specific projects and activities designed to educate, enforce, monitor, and provide technical assistance to reduce the number of alcohol-related accidents and fatalities. Each project has distinct objectives as described in the table below.

Table 7. Alcohol Program Area Programs/Projects

IMPAIRED DRIVING ENFORCEMENT 402 Grant	YOUTH ALCOHOL 402 Grant	ALCOHOL PROGRAM MANAGEMENT 402 Grant
The VIPD conducts the driving under the influence (DUI) initiatives during national mobilizations and during locally- identified holidays when alcohol consumption is highest. Field sobriety checkpoints are administered with a minimum of ten sobriety checkpoints throughout the year. Identify and approve equipment and related training as required to reduce the number of impaired drivers on the road and highways.	The Unity Coalition of St. Croix conducts merchant sting operations, as well as provides merchant education for those merchants that sell alcohol to minors. The project also funds other related project activities such as training, monitoring; and the cost of developing and disseminating educational and training materials. The project also coordinates community education/prevention efforts pertaining to the dangers of underage drinking and driving.	The Alcohol Program Management program reports, monitors, provide technical assistance, and develop plans and applications for alcohol-related countermeasures. The program also coordinates community education and prevention efforts pertaining to impaired driving and other related training as approved.

PROBLEM STATEMENT

The trends in the Virgin Islands alcohol-related crashes, alcohol-related fatalities, and alcohol-related injuries are shown in table 8 below. Table 7 reflects a decrease in alcohol-related crashes; however, traffic officers remain at a disadvantage, as the law does not permit for the testing of all drivers involved in fatal crashes. When drivers cannot be

tested, officers are not allowed to fully capture the true number of impaired drivers; and as a consequence, limited data continues to presents great challenges for the USVI to remove impaired drivers from our roads and highways. Manpower to conduct field sobriety checkpoints continued to play a role in our ability to have the level of impact we would like. The table below depicts alcohol-related traffic incidents for calendar years 2004 through 2011.

Table 8: Alcohol-Related Crashes/Fatalities/Injuries

	CY 2004	CY 2005	CY 2006	CY 2007	CY 2008	CY 2009	CY 2010	CY 2011
Number of Alcohol-Related Crashes	37	50	49	49	56	62	67	52
Number of Alcohol-Related Injuries	19	21	18	6	31	48	37	29
Number of Alcohol-Related Fatalities	2	1	1	0	2	2	0	0

PERFORMANCE OBJECTIVES

- Increase the number of impaired driving arrests
- Decrease alcohol impaired fatalities
- Reduce the number of alcohol-related crashes
- Increase the number of D.U.I. arrest
- Increase the number of enforcement activities

PERFORMANCE GOALS

- Increase the number of impaired driving arrests 20% or from 139 to 167
- Decrease alcohol impaired fatalities to zero

PERFORMANCE MEASURES

A-2 = Number of impaired driving arrests made during grant-funded enforcement activities (grant activity reporting)

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

C-9.1 = Number of fatalities involving a driver age 20 or younger/population

C-9.2 = Number of unbelted passenger vehicle occupant fatalities age 20 or younger

C-9.3 = Number of drivers age 20 or younger in fatal crashes with a positive BAC

PROGRESS TO DATE

Table 9. Number of Impaired Driving Arrests Activity Performance Measure FY 2011 Performance Results

PERFORMANCE MEASURE (A-2)	FY 2010 ACTUAL	FY 2011 PERFORMANCE TARGET	FY 2011 ACTUAL PERFORMANCE	EXPLANATION
Number of impaired driving arrests	169	20 percent decrease	177	Target was not met. The target increased by approximately (8) in calendar year 2011. VIOHS continues to work with program areas to further reduce the number of impaired driving arrests to move closer to our 20 percent reduction goal.

Table 10. Number of Drivers Age 20 or Younger Involved in Fatal Crashes Core-Outcome Performance Measure CY 2011 Performance Results

PERFORMANCE MEASURE (C-9.1, C-9.2, & C-9.3)	CY 2010 ACTUAL	CY 2011 PERFORMANCE TARGET	CY 2011 ACTUAL PERFORMANCE	EXPLANATION
Number of drivers age 20 or younger involved in fatal crashes	1	0	1	Target was not met. The VIOHS will continue to target and conduct outreach initiatives to drivers under the age of 20, as well as all other drivers to ensure the number of drivers involved in fatal crashes does not rise.

PERFORMANCE MEASURE (C-9.1, C-9.2, & C-9.3)	CY 2010 ACTUAL	CY 2011 PERFORMANCE TARGET	CY 2011 ACTUAL PERFORMANCE	EXPLANATION
Number of unbelted passenger vehicle occupant fatalities age 20 or younger ¹¹	---	---	---	---
Number of drivers age 20 or younger in fatal crashes with a positive BAC ¹²	---	---	---	---

ADDITIONAL COMMENTS AND/OR EVALUATION

VIOHS plans to continue its focus on reducing alcohol-related deaths for all drivers using territorial roads and highways; and continue funding programs that target businesses that sell or serve alcohol to minors.

¹¹ Data unavailable

¹² Data unavailable

OCCUPANT PROTECTION (OP) AND CHILD PASSENGER SAFETY (CPS)
PROGRAM AREA

Funding Source(s):	402, 405, 406
Awarded Amount:	Data Unavailable
Expended Amount to Date:	Data Unavailable
Funded Agency or Agencies:	VIPD
Report Start Date:	January 1
Report End Date:	December 31
Reporting Date:	December 31
Status:	On-going

PROGRAM OVERVIEW

The Occupant Protection Program Area is comprised of four major programs/projects: Occupant Protection Program Management, Occupant Protection Enforcement, Seatbelt Usage Rate Survey, and Child Passenger Safety. These major projects are described below.

Table 11. Occupant Protection Programs

<p>OCCUPANT PROTECTION PROGRAM MANAGEMENT</p> <p>402 Grant-\$212,231.02</p> <p>406 Grant-\$67,372.03</p>	<p>The Occupant Protection Program Administration coordinates activities, certification training, and other projects that promote the use of restraint systems, and the enforcement of the same. Administration also develops and facilitates public information and education projects, provides status reports, and updates project activities to the Highway Safety Administrator and the National Highway Traffic Safety Administration Regional Office. In addition, the program monitors project activities, preparing and maintaining project documentation, and evaluates task accomplishments.</p>
<p>OCCUPANT PROTECTION ENFORCEMENT</p> <p>405 Grant-\$208,575.50</p>	<p>The VIPD enforces mandatory seatbelt laws using overtime funded by the 405 grant. These activities supplement regular law enforcement seatbelt enforcement activities. Enforcement occurs year around and includes participation in the National “Click It or Ticket” mobilization initiative.</p>
<p>SEATBELT USAGE RATE SURVEY</p> <p>402 Grant-\$49,000.00</p>	<p>This project addresses contractual agreements to conduct scientific seatbelt surveys in the territory as a part of our annual certification.</p>

CHILD PASSENGER SAFETY

406 Grant-\$50,000.00

VIOHS uses grant funds to purchase child safety seats for safety seat clinics and for distribution during public information and education campaigns. The recently enacted Booster Seat Law in the territory requires an education period before enforcement; therefore, this program area will focus on promoting the safe usage of booster seats, distributing seats at public community events, and training of community partners to assist in the marketing of the child passenger safety message.

The program addresses the reimplementation of the territory's hospitals, nursery division, and the newborns discharge program. It will also address non-use and incorrect use of child safety seats and booster seats.

PROBLEM STATEMENT

Programs designed to increase safety belt use remains a high priority in the Virgin Islands and are proving to be effective. The observational survey conducted for the last four years reflects moderate increases from year to year. The first scientific seatbelt survey was conducted in 2006. Findings from the survey reveals a 80.2 percent usage rate in 2006, 82.3 percent in 2007, 83.8 percent in 2008, 85.8 percent increase in 2009, and 87.2 percent in CY 2010 (see table 9). While the average usage rate for the four years in which the survey has been conducted is 83.0; the USVI would like to see a more substantial increase in usage rate. No reporting data was available for CY 2011.

PERFORMANCE OBJECTIVES

- Decrease the number of unrestrained fatalities by 20 percent from the 2006 – 2008 calendar base year average of (15) fifteen to (4) four
- Increase the observed seatbelt usage rate of front-seat occupants from 84 percent in calendar year 2008 to approximately 88 percent
- Increase the number of seatbelt citations issued during grant funded enforcement activities by 10 percent from 2006 – 2008 calendar base year average of 3,465 to 3,811

PERFORMANCE GOALS

- Decrease the number of unrestrained fatalities to 4
- Increase observed seatbelt usage rate of front-seat occupants to 88%
- Increase the number of seatbelt citations issued to 3,342

PERFORMANCE MEASURES

C-4= Number of unrestrained passengers in vehicles

PROGRESS TO DATE

- Certified Child Passenger Safety Technicians increased from 22 to 26 along with two certified instructors and two instructor trainees.
- Increased enforcement activities and decreased seatbelt citations issued
- Conducted 9 child safety seat clinics in 2011 compared to 6 in 2009.
- Continued enforcement inspections
- Continued outreach and education efforts
- Completed annual observational survey
- Conducted periodic safety week activities throughout the territory
- Conducted monthly site visits
- Conducted youth education outreach sessions

Table 12: Percent of Seatbelt Use Rates Behavior Performance Measure CY 2011 Performance Results

	CY 2006	CY 2007	CY 2008	CY 2009	CY 2010	CY 2011
Usage Rate Territory-Wide	80.2 %	82.3%	83.8%	85.8%	87.2%	--- ¹³

Table 13. Number of Unrestrained Fatalities Core-Outcome Performance Measure CY 2011 Performance Results

PERFORMANCE MEASURE (C-4)	CY 2010 ACTUAL	CY 2011 PERFORMANCE TARGET	CY 2011 ACTUAL PERFORMANCE	EXPLANATION
Number of unrestrained passengers in vehicles	4	3	3	Target met. This target was met in calendar year 2011.

ADDITIONAL COMMENTS AND/OR EVALUATION

¹³ Data unavailable

POLICE TRAFFIC SERVICE PROGRAM AREA

Funding Source(s):	402
Awarded Amount:	Data unavailable
Expended Amount to Date:	Data unavailable
Funded Agency or Agencies:	VIPD
Report Start Date:	January 1
Report End Date:	December 31
Reporting Date:	December 31
Status:	On-going

PROGRAM OVERVIEW

The Police Traffic Services Program Area is comprised of one major project, the Police Traffic Services Program. The overall objective of this central program is to aggressively reduce the number of contributing factors that result in road and highway incidents.

PROBLEM STATEMENT

Inattentive driving such as failure to yield, failure to maintain safe distance, and failure to stay in lane continues to be some of the leading contributing factors in crashes in the Virgin Islands. Drivers talking on cell phones are beginning to surpass all other citations. We continue to anticipate that texting while driving will soon be the second highest. Overall we are seeing, that in fatal crashes, a great variety of driver errors contribute to crash causalities.

Table 14. Additional Contributing Crash Factors (Territory Wide)

CONTRIBUTING FACTORS (Territory-Wide)	CY 2004	CY 2005	CY 2006	CY 2007	CY 2008	CY 2009	CY 2010	CY 2011 ¹⁴	+/- Change
EXCEEDING REASONABLE SAFE SPEED	123	77	130	52	166	117	107	120	+13
FOLLOWING TOO CLOSELY	488	363	525	428	1,159	795	1,017	1,186	+169

PERFORMANCE OBJECTIVES

¹⁴ 2011 Data unavailable

- Increase speed enforcement and arrests
- Increase traffic light and stop sign enforcement
- Increase monitoring of unmarked intersection
- Select a number of traffic-investigative courses for officers to attend
- Provide planning, coordinating, and evaluating of projects funded under the Police Traffic Services Program
- Increase enforcement of violations that result in the majority of the territory's crashes and to assist the VIPD with traffic enforcement resources such as equipment, training, and overtime funding
- Assist the VIPD with traffic safety public awareness efforts
- Provide the resources necessary to support territory-wide law enforcement training

PERFORMANCE GOALS

- Decrease the total number of crashes to 5,214
- Decrease the total number of injuries to 937
- Decrease the average number of fatalities to 4

PERFORMANCE MEASURES

C-6 = Number of speeding-related fatalities

C-7 = Number of motorcycle fatalities

C-8 = Number of unhelmeted motorcycle fatalities

A-1 = Number of citations issued

PROGRESS TO DATE

- Increased the number of traffic citations
- Conducted a traffic educational day with all agencies involved with traffic safety
- Distributed traffic safety promotional materials

Table 15. Number of Speed-Related Fatalities Core-Outcome Performance Measure CY 2011 Performance Results

PERFORMANCE MEASURE (C-6, C-7, & C-8)	CY 2010 ACTUAL	CY 2011 PERFORMANCE TARGET	CY 2011 ACTUAL PERFORMANCE	EXPLANATION
Number of speed-related fatalities	4	3	3	Target met. This target was met in calendar year 2011.

PERFORMANCE MEASURE (C-6, C-7, & C-8)	CY 2010 ACTUAL	CY 2011 PERFORMANCE TARGET	CY 2011 ACTUAL PERFORMANCE	EXPLANATION
Number of motorcycle fatalities	1	0	1	Target was not met. This target was not met in CY 2011. The VIOHS will continue to implement outreach programs and campaigns to bring more awareness to motorcycle safety.
Number of unhelmeted motorcycle fatalities	1	0	0	Target met. This target was met in calendar year 2011.

Table 16. Number of Citations Issued Performance Measure FY 2011 Activity Performance Results

PERFORMANCE MEASURE (A-1)	FY 2010 ACTUAL	FY 2011 PERFORMANCE TARGET	FY 2011 ACTUAL PERFORMANCE	EXPLANATION
Number of citations issued	1,985	2,382 or 20 percent increase	461	Target was not met. This target was not met in fiscal year 2011. We attribute this significant reduction in the number of citations issued due to manpower and resources. The VIOHS will seek to increase funding and to find innovative initiatives to increase this figure in fiscal year 2011.

ADDITIONAL COMMENTS AND/OR EVALUATION

PEDESTRIAN/BICYCLE SAFETY PROGRAM AREA

Funding Source(s):	402
Awarded Amount:	\$20,000.00
Expended Amount to Date:	\$2,132.50
Funded Agency or Agencies:	VIOHS
Report Start Date:	January 1
Report End Date:	December 31
Reporting Date:	December 31
Status:	On-going

PROGRAM OVERVIEW

The Pedestrian/Bicycle Safety Program Area administers one major project. Project efforts include providing training and educational resources that target high-risk motorist/pedestrian behaviors and at high accident locations.

PROBLEM STATEMENT

While the number of incidents of fatal crashes involving bicycles remained at zero in 2011; the number of pedestrian fatalities increased. To reduce the number of fatalities of all types the offices of the VIOHS and the VIPD will use every possible medium to educate the public about safe walking and riding. Additionally, we will continue to conduct an aggressive public information and education (PI&E) campaign, to further increase the public's level of awareness and ensure that the low incident and fatal rates remain low.

PERFORMANCE OBJECTIVES

Decrease the pedestrian fatalities to zero from the 2006 – 2008 calendar base year average of three.

PERFORMANCE GOALS

Decrease the pedestrian fatalities to 1

PERFORMANCE MEASURES

C-10 = Number of pedestrian fatalities

C-10.1 = Number of pedestrian fatalities under 15 years of age

C-10.2 = Number of pedestrian fatalities over 65 years of age

PROGRESS TO DATE

- DPW and VIPD collaboration to identify areas of concern in order to reduce those areas with the greatest risk to pedestrian/bicycle safety
- Continued aggressive public information and education campaigns
- Partnered in community events and public health activities such as World Health Day, St. Croix Annual Agriculture and Food Fair, Week of the Young Child, Public Health Week, Child Passenger Safety Week, and 3-D Month

Table 17. Number of Pedestrian, Pedestrian Under 15 Years of Age, and Pedestrian Over 65 Years of Age Fatalities Core-Outcome Performance Measure CY 2011 Performance Results

PERFORMANCE MEASURE (C-10, C-10.1 & C-10.2)	CY 2010 ACTUAL	CY 2011 PERFORMANCE TARGET	CY 2011 ACTUAL PERFORMANCE	EXPLANATION
Number of pedestrian fatalities	6	4	3	Target met. This target was met in calendar year 2011.
Number of pedestrian fatalities under 15 years of age	0	0	1	Target was not met. After three consecutive years of zero pedestrian fatalities in this age group, the USVI realized one in calendar year 2011; therefore, the VIOHS will monitor and reach out to this age group in an effort to reduce the number to zero in the upcoming performance year-

PERFORMANCE MEASURE (C-10, C-10.1 & C-10.2)	CY 2010 ACTUAL	CY 2011 PERFORMANCE TARGET	CY 2011 ACTUAL PERFORMANCE	EXPLANATION
Number of pedestrian fatalities over 65 years of age	0	0	1	Target was not met. Similar, to our other pedestrian efforts, we will continue to monitor closely to ensure that progress made does not reverse.

ADDITIONAL COMMENTS AND/OR EVALUATION

Enforcement training (which is targeted at reducing motorists and pedestrian fatalities) will be increased in order to reduce fatalities; along with paid and earned media campaigns to further strengthen the impact of pedestrian and bicycle safety messages. community pedestrian safety training will be conducted using NHTSA sponsored curriculum.

TRAFFIC RECORDS PROGRAM AREA

Funding Source(s):	408
Awarded Amount:	\$1,500,000.00
Expended Amount to Date:	\$51,263.15
Funded Agency or Agencies:	VIPD
Report Start Date:	October 1
Report End Date:	September 30
Reporting Date:	December 31
Status:	On-going

PROGRAM OVERVIEW

The traffic records program provides support to all departments and agencies throughout the territory that engages in traffic-related functions. The Traffic Records Program Area consists of one major project, the traffic records improvement program. The objective of the project is to plan and implement traffic programs, as well as monitors and evaluate traffic records activities. There are currently eight projects devoted to improving the management of traffic data:

1. Crash Report Re-Design
2. Electronic Crash Reporting (ECR)
3. Emergency Medical Services Patient Care Reporting (EMSPCR) System

4. Electronic Citation Reporting
5. Bureau of Motor Vehicle (BMV), Virgin Islands Police Department (USVI), Attorney General (AG), and Superior Court (SC) Connection
6. Territory-Wide Road Inventory
7. Data Warehousing
8. Driving Under the Influence Tracking System

PROBLEM STATEMENT

In order to have a significant impact on reducing the number of accidents, fatalities, and fatal crashes; it is imperative that we have the capacity to investigate, collect and analyze accurate, comprehensive and timely traffic data. Data obtained and observed from traffic incidents and driver and pedestrian behavior, as well as the impact of a variety of external factors will greatly enhance our capacity to place emphasis on behaviors and factors that will yield the highest benefit for the reduction in the loss of lives from traffic incidents.

PERFORMANCE OBJECTIVES

- Capture 100 percent of all traffic crash data electronically by the officers
- Create an inter-agency web-based portal that connects all necessary agencies and provides for the transfer of traffic-based data
- Purchase user-friendly e-citation software and hardware that can be deployed and used throughout the territory
- Increase in percentage of traffic citations electronically processed
- Increase in percentage of tickets electronically processed
- Increase in report timeliness
- Increase in report completeness
- Increase in report accuracy

PERFORMANCE GOALS

- Design, develop, and implement a traffic citation and adjudication data subsystem which can deliver traffic citation and adjudication on data in a timely manner to all users
- Continue to make available to stakeholders complete traffic information, to aid in their resource allocation and decision-making process
- Design, develop, and implement a DUI tracking system, which can deliver traffic arrests, adjudication, treatment, probation/parole data in a timely fashion to all users

PERFORMANCE MEASURES

C-1 = Number of traffic fatalities

C-2 = Number of serious injuries in traffic crashes

PROGRESS TO DATE

In CY 2011, 100 percent of all traffic crash reports were electronically captured in the ECR system territory wide; and accessibility to the Report Beam System was greatly improved. Areas of timeliness and completeness were also greatly enhanced via the EMSPCR system which collects information on all emergency medical services responses.

We continued work to complete our electronic citation project in CY 2011 and the e-Citation project is still progressing as a vendor was selected to develop the software and the court has approved the pilot project.

Table 18. Number of Traffic Fatalities & Number of Serious Injuries in Traffic Crashes Core-Outcome Performance Measure CY 2011 Performance Results

PERFORMANCE MEASURE (C-1 & C-2)	CY 2010 ACTUAL	CY 2011 PERFORMANCE TARGET	CY 2011 ACTUAL PERFORMANCE	EXPLANATION
Number of fatalities	11	8	8	Target met. This target was met in calendar year 2011.
Number of serious injuries in traffic crashes	13	7	5	Target met. This target was met, and exceeded in calendar year 2011.

ADDITIONAL COMMENTS AND/OR EVALUATION

It is the goal of the traffic records program to create a unified records management system which will eliminate the need to enter data multiple times in different offices and agencies. To ensure we continue to move forward in reaching this goal, we are methodically strengthening our traffic management systems and processes via the continued pursuit of building a territory-wide integrated system.

SPEED MANAGEMENT PROGRAM AREA

Funding Source(s):	406
Awarded Amount:	Data unavailable
Expended Amount to Date:	Data unavailable
Funded Agency or Agencies:	VIPD
Report Start Date:	October 1
Report End Date:	September 30
Reporting Date:	December 31
Status:	On-going

PROGRAM OVERVIEW

The focus of the Speed Management Program Area is to decrease fatalities and fatal crashes throughout the territory resulting from excessive speed. The major initiative under this program area is the Speed Enforcement Program.

PROBLEM STATEMENT

Speed continues to be the leading cause of crashes in the territory. Of the six most monitored contributing factors that the territory annually measures, speed is outpacing all other factors and remains the number one contributor to fatal crashes.

PERFORMANCE OBJECTIVES

- Decrease the number of speed-related fatalities by 20 percent from the 2006 – 2008 calendar base year (average of 15) to four by December 31, 2011
- Increase the number of speeding citations issued during grant-funded enforcement activities by 20 percent from the 2006 – 2008 calendar base year (average of 215) to 250 citations by December 31, 2011

PERFORMANCE GOALS

- Decrease the number of speed-related fatalities to 3
- Increase the number of speeding citations issued by 20% or to 3,342

PERFORMANCE MEASURES

C-6 = Number of speeding-related fatalities

PROGRESS TO DATE

Table 19. Number of Speed-Related Fatalities Core-Outcome Performance Measure CY 2011 Performance Results

PERFORMANCE MEASURE (C-6)	CY 2010 ACTUAL	CY 2011 PERFORMANCE TARGET	CY 2011 ACTUAL PERFORMANCE	EXPLANATION
Number of speed-related fatalities	5	3	3	Target met. While this performance measure was met, manpower continued to be a problem in calendar year 2011. Without having the adequate number of officers on the street, enforcement activities cannot be sustained. VIOHS continues to collaborate with the VIPD to increase manpower in order to increase enforcement, and subsequently reduce the number of speed-related fatalities.

ADDITIONAL COMMENTS AND/OR EVALUATION

CHAPTER FIVE – PERFORMANCE TRENDS & PROJECTIONS



PROBLEM IDENTIFICATION PROCESS AND DATA COLLECTION SOURCES

In order to determine trends and projections in traffic fatalities and injuries, as well as to conduct an overall analysis of traffic safety in the USVI crash data, data from preceding years are collected and analyzed. The VIOHS uses data from the: VIPD Traffic Crash Database (Reportbeam); Superior Court of the Virgin Islands; Department of Health Emergency Medical Service database (EMS Charts); and data from the Department of Justice, Office of the Attorney General.

In developing our analysis and projections data from the various databases, data are cross referenced to ensure that our analyses are accurate. Analysis of the data allows law enforcement and other safety partners to pinpoint specific areas of concern and focus on enforcement and educational efforts. The Reportbeam System is the core system in which data is collected, compiled, and stored from traffic-related reporting departments and agencies.

The Reportbeam System has the capability to generate over 100 different kinds of reports. Data can include the number of traffic crashes investigated, fatalities and fatality rates, number of injuries, number and types of vehicles involved in crashes, gender and age of drivers and passengers, and other contributing factors of the crashes.

VIOHS continues to work with the independent vendors and other organizations to conduct the annual seatbelt usage surveys; as well as work with the Emergency Medical Services within the Department of Health to improve the problem identification process. Verifiable and credible data available on the Internet from agencies such as the Bureau of the Census – U.S. Department of Commerce, U.S. Centers for Disease Control and Prevention – U.S. Department of Health and Human Services and peer reviewed epidemiological studies are also being used, on a continuous basis, to strengthen our problem identification process.

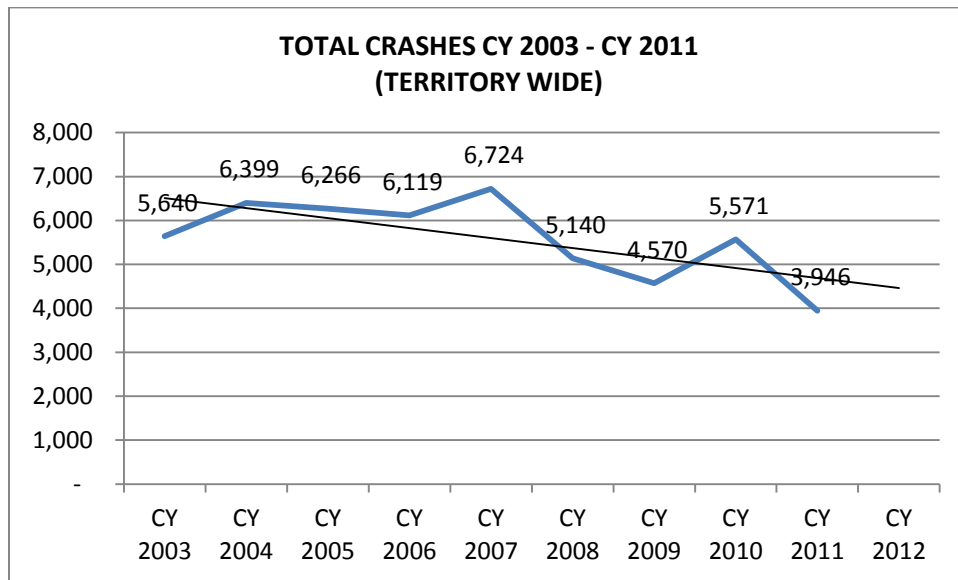
VIOHS maintains its commitment to strive to further improve its problem identification process through the use of other supplemental data. We are exploring including additional data such as the number of registered vehicles, number of licensed drivers, population demographics, and observational seatbelt use rates to strengthen our analysis.

TRENDS & PROJECTIONS: CORE, BEHAVIOR, AND ACTIVITY PERFORMANCE MEASURES¹⁵

The below trends and projections are presented by calendar or fiscal year to reflect calendar and fiscal year funding.

TOTAL CRASHES BY CALENDAR YEARS (CY 2003 - CY 2011)

The decrease of 3,946 in CY 2011 represents the most substantial decrease since CY 2008. Projections for CY 2012 suggest that the number of crashes will continue to decrease (see figure 11). In CY 2003, crashes territory-wide were reported as 5,640. Between calendar years 2004 - 2007, the average number of crashes remained fairly consistent. After two years of decreases, CY 2008 of (5,140) and (4,570) in CY 2009, crashes increased in CY 2010 to (5,571). While not significant, the increase in CY 2010 was the most sizeable increase since CY 2008 (figure 10).

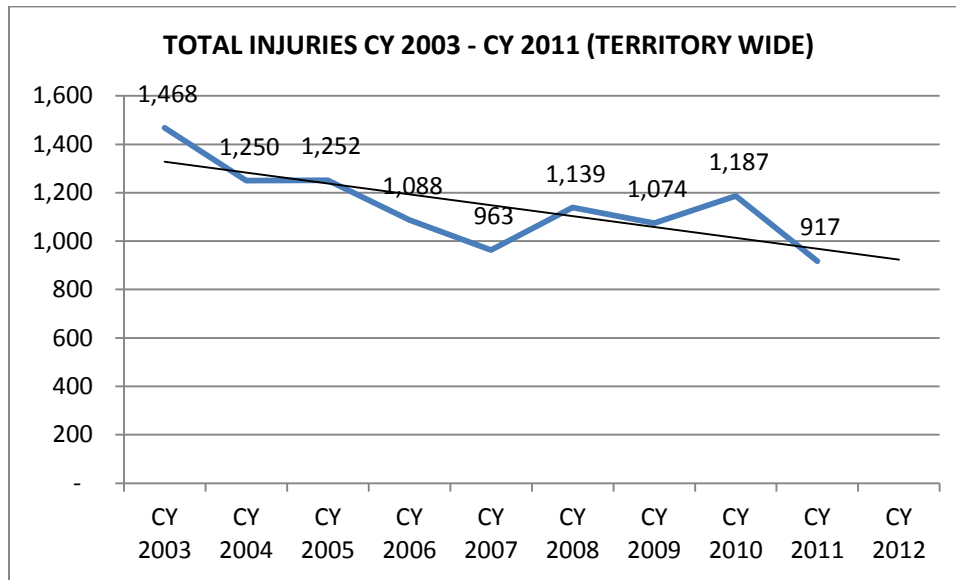


(Figure 10: Total Crashes CY 2003 - CY 2011 Territory Wide)

¹⁵ Data Source: Traffic Crash Statistics Report by Fiscal Year (December 21, 2011)

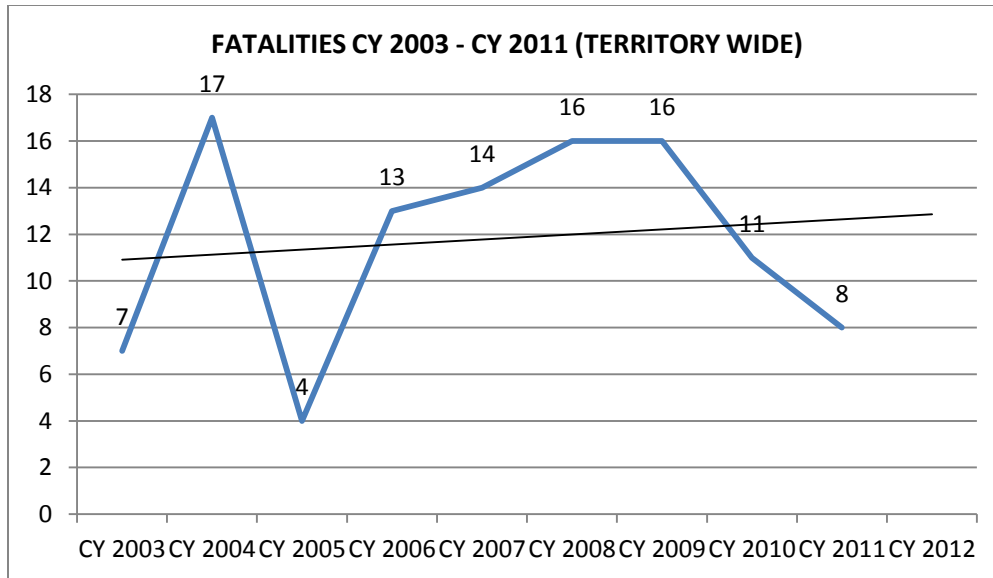
TOTAL INJURIES BY CALENDAR YEARS (CY 2003 - CY 2011)

Calendar year 2011 represents a respectable drop in the number of crashes territory wide. Crashes decreased from (1,187) in CY 2010 to (917) in CY 2011. Since calendar year 2003 (with the exception of calendar year 2008 when (1,139) injuries resulted from crashes) the number of injuries (1,468) as a result of crashes has consistently declined to (1,074) injuries in calendar year 2009. In calendar year 2010 injuries began to climb from (1,074) to (1,187). Based on the figure below, the number of injuries is projected to continue declining through calendar year 2012 (see figure 11).



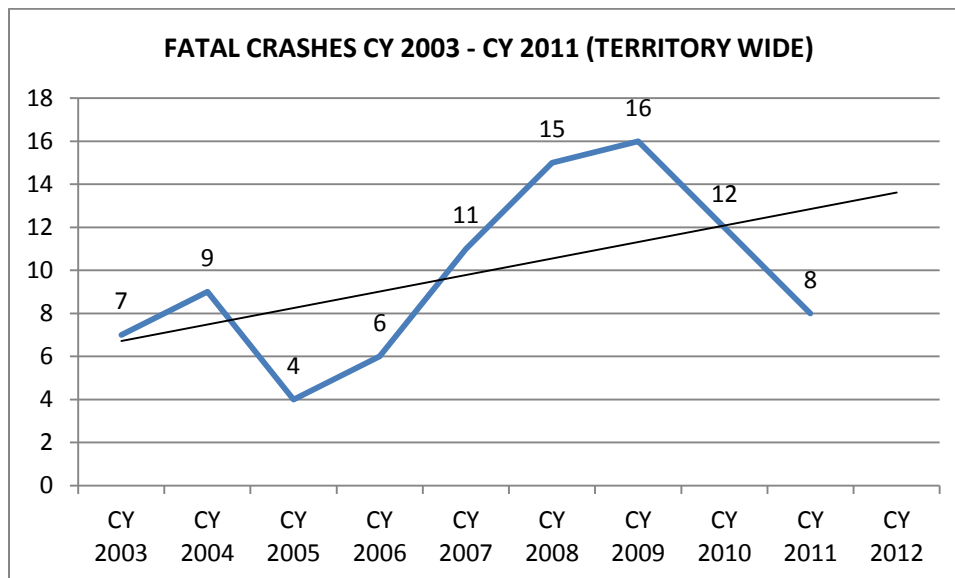
(Figure 11: Total Injuries CY 2003 - CY 2011)

The number of traffic fatalities in CY 2011 are being reported as eight (8); which reflects a significant decrease from CY 2010 which was reported as (11). While the number of traffic fatalities from CY 2003 through CY 2005 were somewhat inconsistent; in CY 2006 there was a steady increase: (13) fatalities in CY 2006, (14) in CY 2007, and (16) in CY 2008. In CY 2009, fatalities remained at (16). The pattern of declined began again in CY 2010 to (11) and in CY 2011 (8). Although the number of traffic fatalities have decline for the last two calendar years (per the graph below), overall it is projected that the number of fatalities will remain flat into CY 2012, per figure 12.



(Figure 12: Total Fatalities CY 2003 - CY 2011)

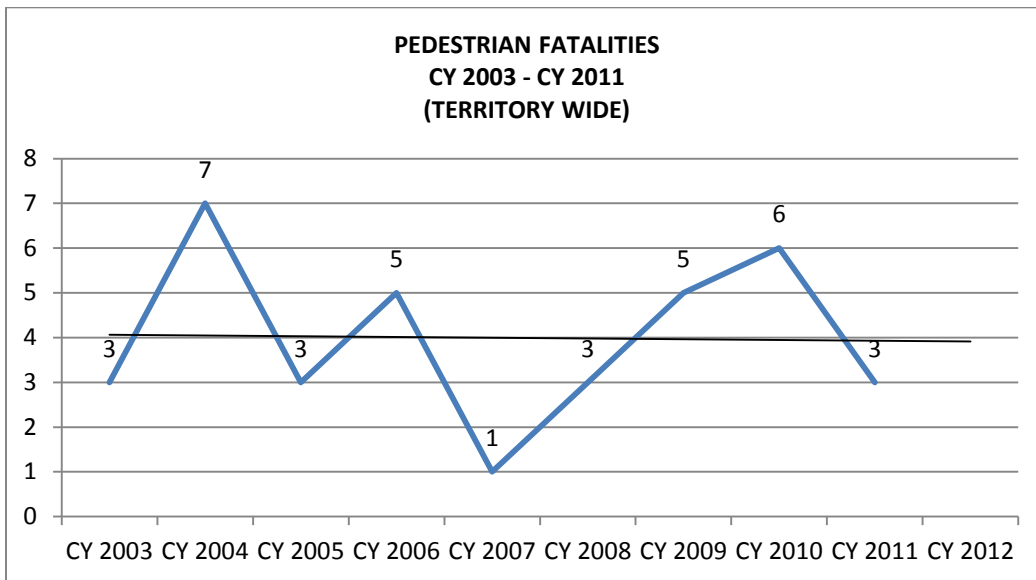
There was a moderate decrease in the number of fatal crashes in CY 2011; declining from (12) in CY 2010 to (8) in CY 2011. As previously reported, the total fatal crashes in CY 2003 were (7), and increased slightly to (9) fatal crashes in 2004. There was a dramatic decrease in the number of fatal crashes in CY 2005 from (9) to (4). In CY 2006 fatal crashes began to increase from (4) to (6) and continued to climb through 2009 to a total of (16) fatal crashes. Fatal crashes began to again decline in CY 2010 to (12) and to (8) in CY 2011. While, there have been two consecutive years of decline, per the figure below, fatal crashes continue to be projected to increase to approximately (13) in CY 2012 (see figure 13).



(Figure 13: Total Fatal Crashes CY 2003 through CY 2011 Territory Wide)

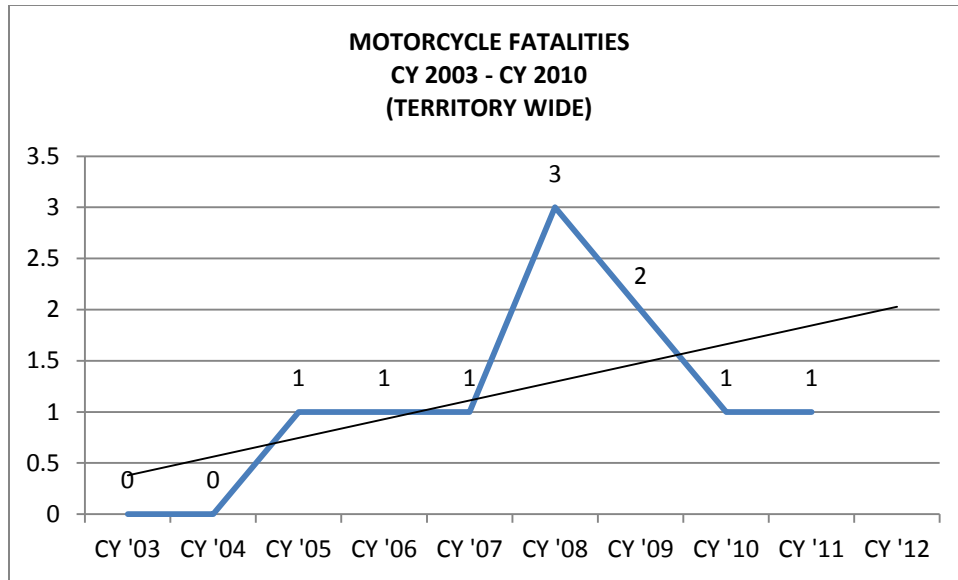
PEDESTRIAN & MOTORCYCLE FATALITIES BY CALENDAR YEARS (CY 2003 - CY 2011)

The number of calendar year pedestrian fatalities has been sporadic. CY 2011 reflects a 50 percent decrease or (3) less pedestrian fatalities below last calendar year's level of (6). Since CY 2003 there were (3) pedestrian fatalities in CY 2003, (7) in CY 2004, (3) in CY 2005, (5) in CY 2006, (1) in CY 2007, (3) in CY 2008, (5) in CY 2009, and (6) in CY 2010. This variation in data has continued for the last nine reporting years; however, out-year projections continue to indicate that the number of pedestrian fatalities will remain somewhat flat into CY 2012 (see figure 14).



(Figure 14: Pedestrian Fatalities CY 2003 - CY 2011 (Territory Wide))

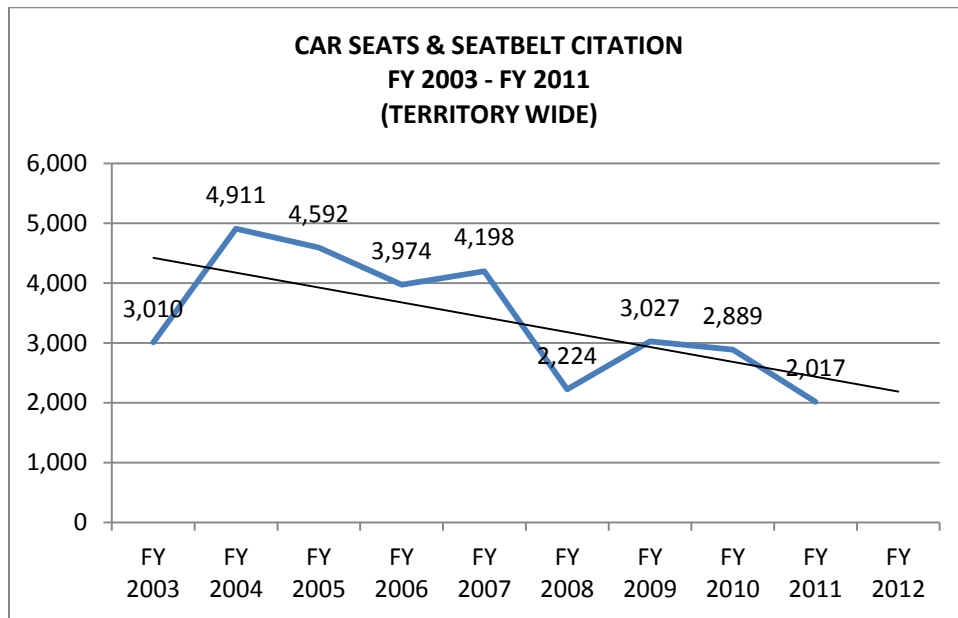
Calendar year 2011 represents the second year that there was one motorcycle fatality. Our projections in CY 2011 indicated that fatalities for motorcyclists are projected to increase above the CY 2011 level in CY2012. Although, the number of motorcycle fatalities remained constant, the figure below continues to project a slight upward trend in the number of motorcycle fatalities in the out year (see figure 15).



(Figure 15: Motorcycle Fatalities CY 2003 - CY 2011 (Territory Wide))

CAR SEAT & SEATBELT CITATIONS BY CALENDAR YEARS (FY 2003 - FY 2011)

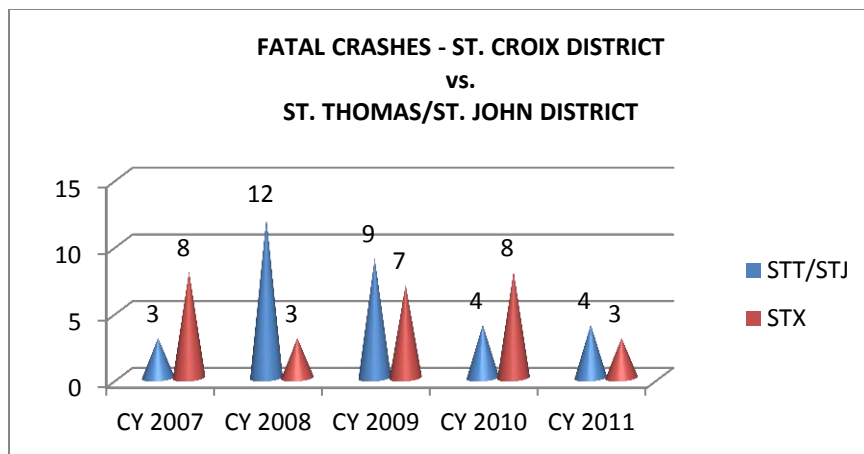
The number of car seat and seatbelt citations issued average approximately 3,427 per fiscal year; however, it is projected that we will issue somewhat less car seat and seatbelt citations in FY 2012 if all things remain constant (see figure 16). Car seat and seatbelt citations decreased from (2,889) in FY 2010, to (2,017) in FY 2011.



(Figure 16: Car Seat & Seatbelt Citations FY 2003 - FY 2011 (Territory Wide))

**FATAL CRASHES ST.CROIX DISTRICT – ST. THOMAS/ST. JOHN DISTRICT
COMPARISONS BY CALENDAR YEARS (CY 2007 - CY 2011)**

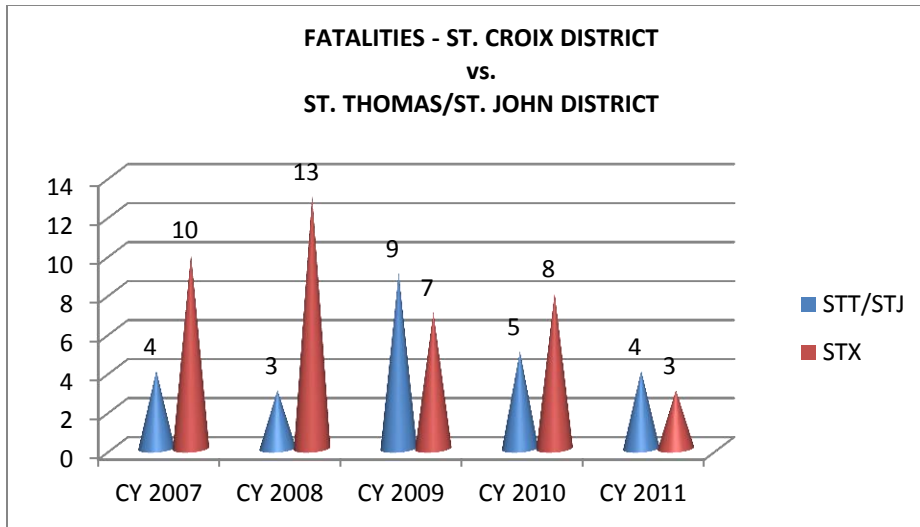
In CY 2011 there were four fatal crashes in the St. Thomas/St. John District and three fatal crashes in the St. Croix District. There was a significant decrease in the number of fatal crashes in the district of St. Croix from eight in CY 2010 to three in CY 2011; whereas the number of fatal crashes in the St. Thomas/St. John District remained the same, at four. There continues to be no emerging pattern in the number of fatal crashes between the St. Thomas/St. John and the St Croix Districts; as the number of fatal crashes continues to vary from calendar year to calendar year. See figure 17.



(Figure 17: Fatal Crashes STX District vs. STT/STJ District CY 2007 - CY 2011)

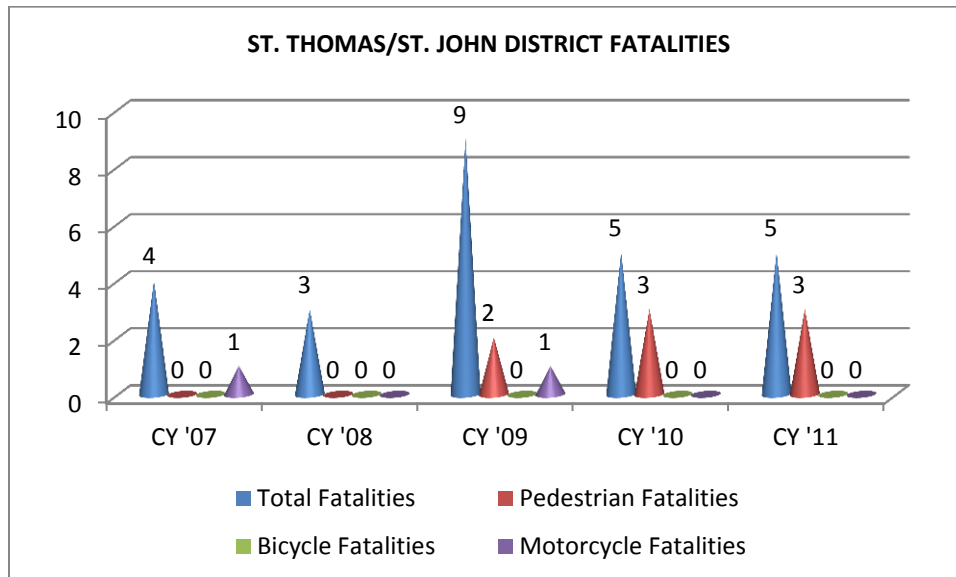
**ST. THOMAS/ST. JOHN DISTRICT & ST.CROIX DISTRICT
FATALITIES/CRASHES (CY 2007 – CY 2011)**

Total fatalities in both the St. Thomas/St. John and St. Croix Districts decreased in CY 2011. In CY 2011, fatalities decreased from five in CY 2010 to four in CY 2011 in the St. Thomas/St. John District, and from eight in CY 2010 to three in CY 2011 in the St. Croix District. Overall, no consistent pattern emerges (see figures 18).



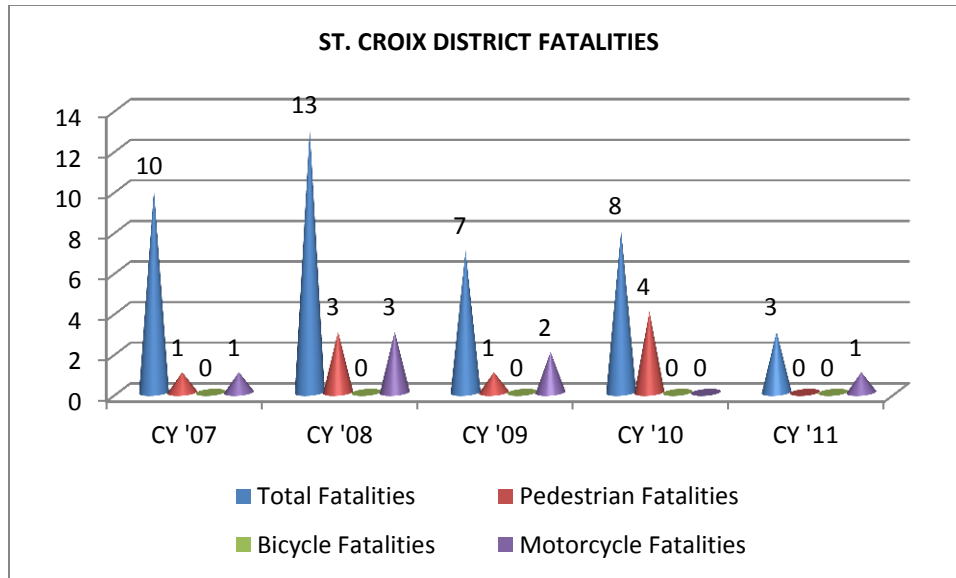
(Figure 18: Fatalities – STX vs. STT/STJ District CY 2007 - CY 2011)

Of the three types of fatalities tracked: motorcycle, pedestrian, and pedestrian. Pedestrian fatalities occurred most frequently in the St. Thomas/St. John District in CY 2011. The number of overall and pedestrian facilities remains consistent with those reported in CY 2010 (figure 19).



(Figure 19: STT/STJ District Fatalities CY 2007 - CY 2011)

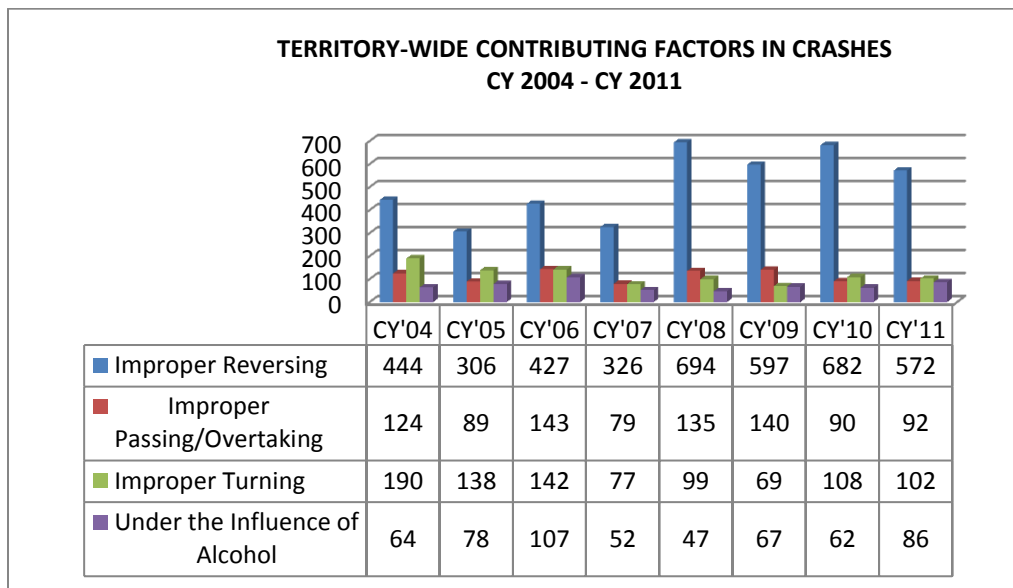
In the district of St. Croix motorcycle fatalities were the only type reported in CY 2011. Pedestrian and bicycle fatalities remained at zero for the second year. Pedestrian fatalities are being reported at zero in the St. Croix District. The zero pedestrian fatalities in CY 2011 represent a decrease from the four fatalities reported in CY 2010. See figure 20.



(Figure 20: STX District Fatalities CY 2007 - CY 2011)

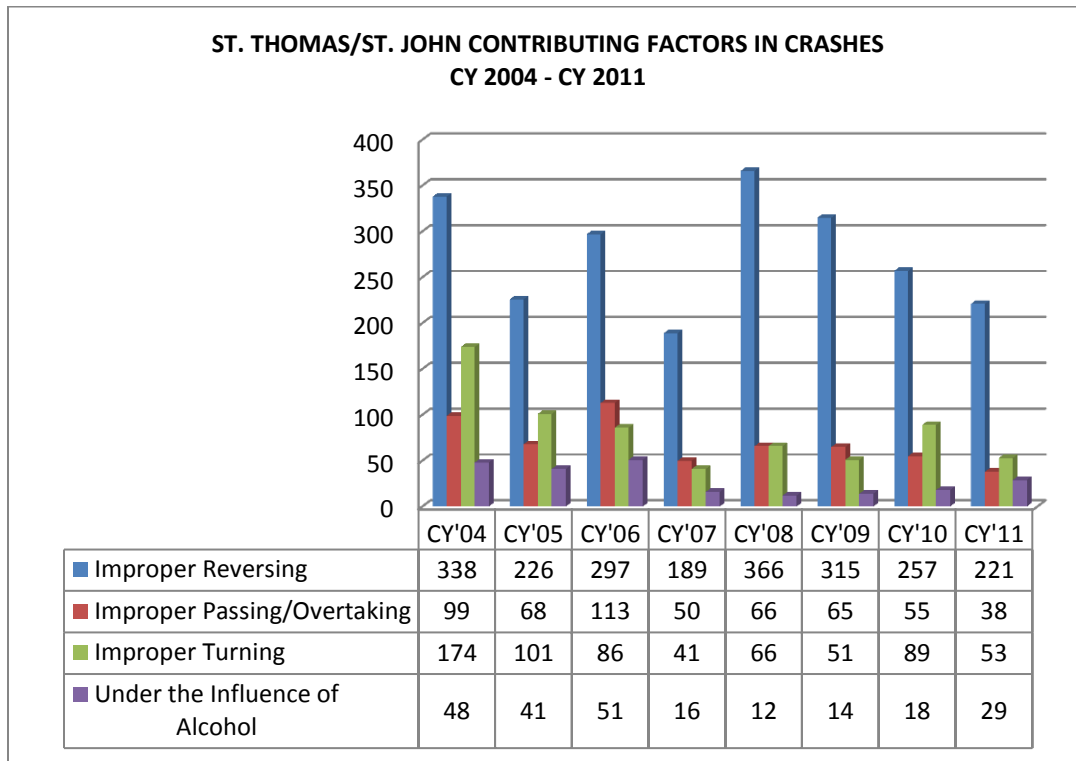
ST. THOMAS/ST. JOHN DISTRICT, ST. CROIX DISTRICT, & TERRITORY-WIDE CONTRIBUTING FACTORS IN CRASHES (CY 2004 – CY 2011)

In calendar year 2011, improper reversing incidents (572) territory wide, were just slightly below CY 2009 levels (597 incidents). There were insignificant changes between CY 2010 and CY 2011 in incidents of improper passing and overtaking (92 incidents), improper passing (102 incidents), and driving under the influence of alcohol (86 incidents). See figure 21.



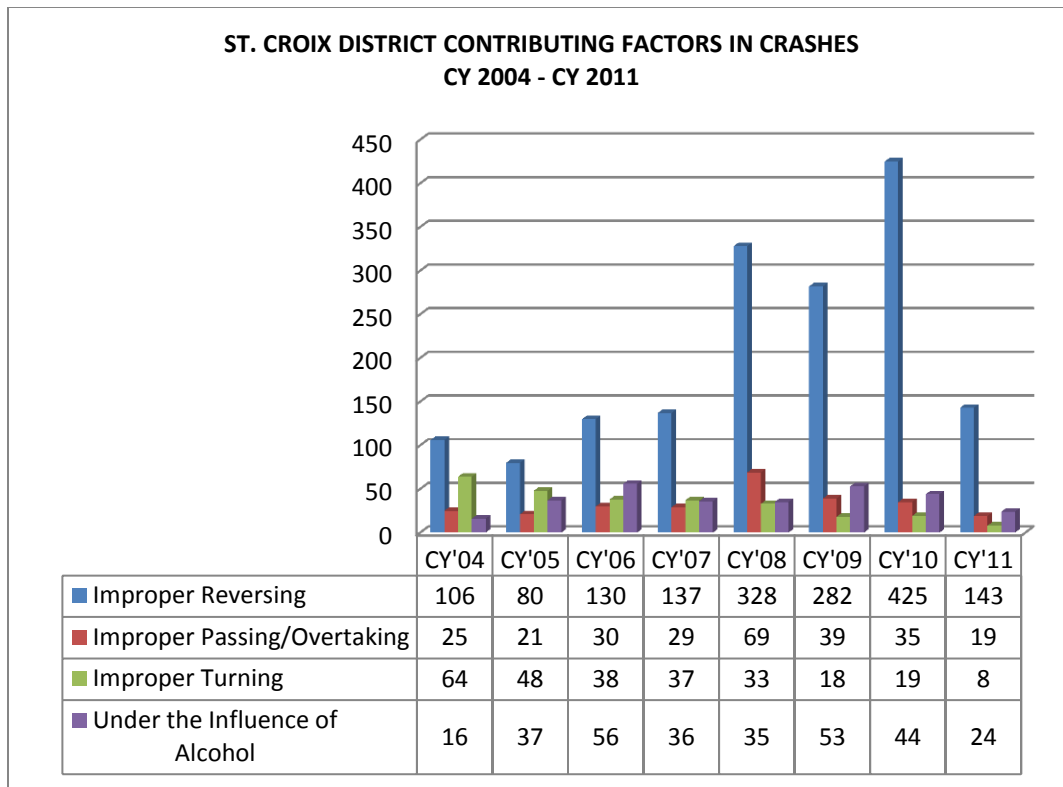
(Figure 21: Territory Wide Contributing Factors in Crashes CY 2004 - CY 2011)

In the St. Thomas/St. John District improper reversing fell from CY 2011 levels of (257 incidents) to (221 incidents). This reflects two consecutive years of decrease. Improper passing and overtaking (38 incidents), improper turns (53 incidents), and driving under the influence of alcohol (29 incidents) also decreased in CY 2011. (See figure 22).



(Figure 22: STT/STJ District Contributing Factors in Crashes CY 2004 - CY 2011)

In the district of St. Croix, in CY 2011, improper reversing declined significantly from the (425 incidents) that occurred in CY 2010 to (143 incidents). As on the St. Thomas/St. John District, improper passing and overtaking (19 incidents), improper turning (8 incidents), and driving under the influence of alcohol (24 incidents) also declined. See figure 23.



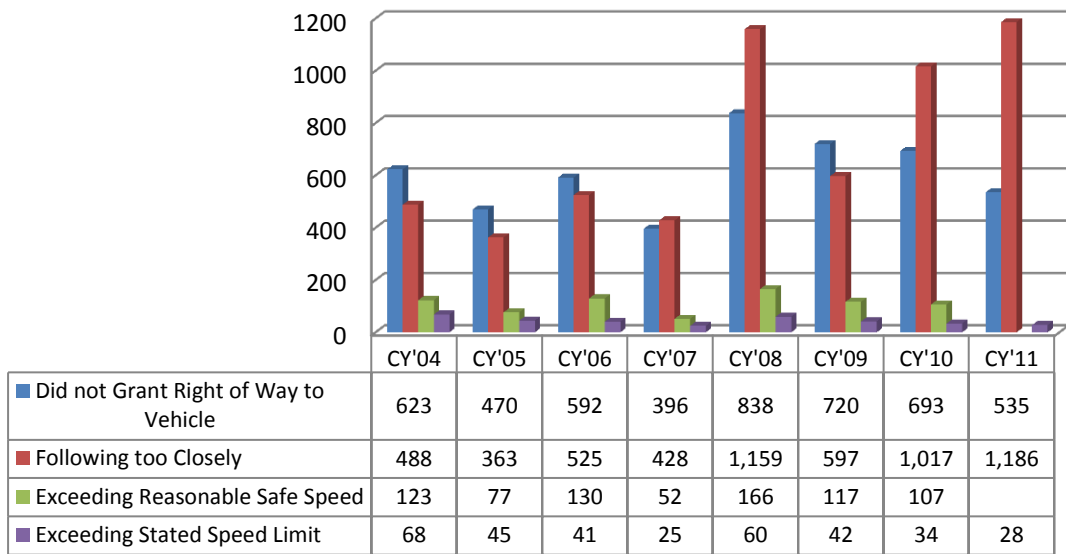
(Figure 23: STX District Contributing Factors in Crashes CY 2004 - CY 2011)

Figure 24 reflects that the number of incidents of failure to grant right of way to vehicles territory wide decreased from (693 incidents) in CY 2010 to (535 incidents) in CY 2011. Both districts also reported decreases in the number of incidents of failure to grant right of way to vehicles: (187 incidents) in the St. Thomas/St. John District and (175 incidents) in the St. Croix District (see figure 24, 25, and 26).

There was only a minor territory-wide decrease in the number of CY 2011 exceeding lawful speed limit incidents (28) from the (34) reported in CY 2010. There was also decreases in the number of incidents of exceeding lawful speed limits in the St. Thomas/St. John District (13), and in the number in the St. Croix District (8). See figures 24, 25, and 26.

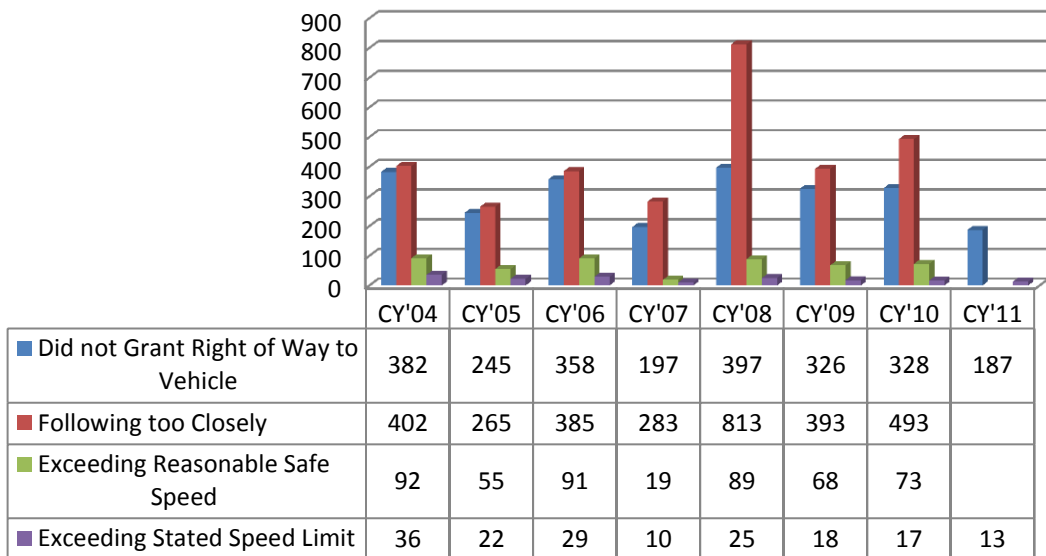
CY 2011 data for exceeding reasonable safe speed for either districts or territory wide, and district-level data for following too closely were unavailable for reporting.

**TERRITORY-WIDE CONTRIBUTING FACTORS IN CRASHES
CY 2004 - CY 2011**



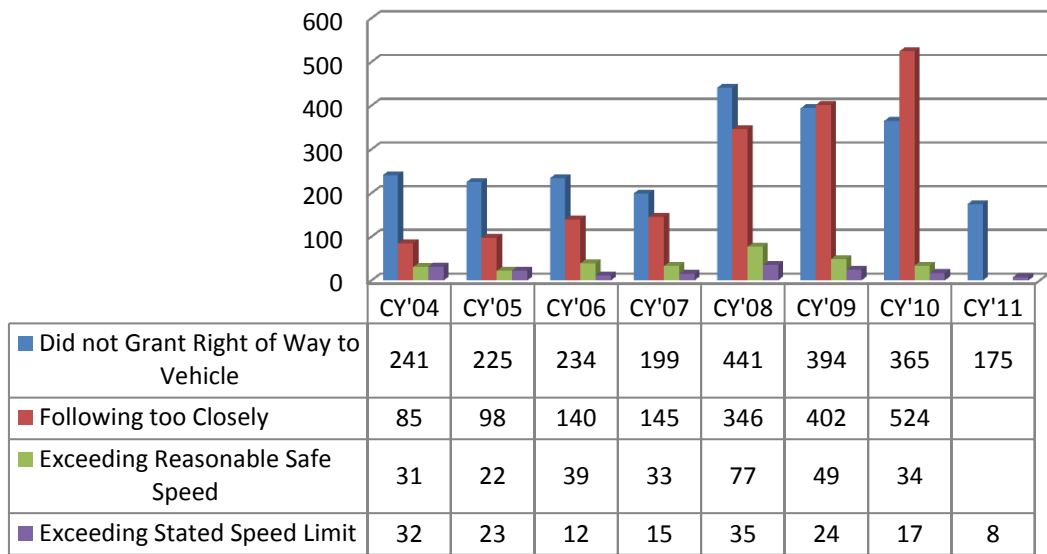
(Figure 24: Territory Wide Contributing Factors in Crashes CY 2004 - CY 2011)

**ST. THOMAS/ST. JOHN CONTRIBUTING FACTORS IN CRASHES
CY 2004 - CY 2011**



(Figure 25: STT/STJ District Contributing Factors in Crashes CY 2004 - CY2011)

**ST. CROIX DISTRICT CONTRIBUTING FACTORS IN CRASHES
CY 2004 - CY 2011**



(Figure 26: STX District Contributing Factors in Crashes CY 2004 - CY 2011)

QUARTER-BY-QUARTER VIOLATION COMPARISON (FY 2011)

In FY 2011, the STT/STJ District continued to issue the highest number of citations in the 3rd and 4th quarters of fiscal year 2011; as well as for the entire fiscal year than the number of citations issued in STX District (see table 20).

Table 20. Quarterly Violation Comparisons

1 ST QUARTER VIOLATIONS JAN '11 – MAR '11	ST. THOMAS/ST. JOHN DISTRICT	ST. CROIX DISTRICT	TERRITORY-WIDE
Traffic Tickets - Moving	1,647	1,470	3,117
Traffic Tickets – Parked	666	122	1,235
Total	2,313	1,592	4,352

2 ND QUARTER VIOLATIONS APR '11 – JUN '11	ST. THOMAS/ST. JOHN DISTRICT	ST. CROIX DISTRICT	TERRITORY-WIDE
Traffic Tickets - Moving	1,523	962	2,485
Traffic Tickets – Parked	758	442	1,200
Total	2,281	1,404	3,685

3 RD QUARTER VIOLATIONS JUL '11 – SEP '11	ST. THOMAS/ST. JOHN DISTRICT	ST. CROIX DISTRICT	TERRITORY-WIDE
Traffic Tickets – Moving	3,116	595	3,711
Traffic Tickets – Parked	762	102	864
Total	3,878	697	4,575

4 th QUARTER ¹⁶ VIOLATIONS	ST. THOMAS/ST. JOHN DISTRICT	ST. CROIX DISTRICT	TERRITORY-WIDE
OCT '11 – DEC '11			
Traffic Tickets – Moving	---	---	---
Traffic Tickets – Parked	---	---	---
Total	---	---	---

TOTAL CY 2011 1 st thru 3 rd Quarter VIOLATIONS	ST. THOMAS/ST. JOHN DISTRICT	ST. CROIX DISTRICT	TERRITORY-WIDE
Total	8,472	3,693	12,165

¹⁶ Data for the 4th Quarter not available

STATE CERTIFICATIONS

Revised 8/25

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related

crash factors within the State as identified by the State highway safety planning process, including:

- **National law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash drawdown will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

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

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which

prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(49 CFR PART 29 SUB-PART F):

The State will provide a drug-free workplace by:

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

- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT).

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, sub-grants, and contracts under grant, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective

primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms COVERED TRANSACTION, DEBARRED, SUSPENDED, INELIGIBLE, LOWER TIER COVERED TRANSACTION, PARTICIPANT, PERSON, PRIMARY COVERED TRANSACTION, PRINCIPAL, PROPOSAL, AND VOLUNTARILY EXCLUDED, as used in this clause, have the meaning set out in the definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

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

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

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER
RESPONSIBILITY MATTERS-PRIMARY COVERED TRANSACTIONS**

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

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

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to whom this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms COVERED TRANSACTION, DEBARRED, SUSPENDED, INELIGIBLE, LOWER TIER COVERED TRANSACTION, PARTICIPANT, PERSON, PRIMARY COVERED TRANSACTION, PRINCIPAL, PROPOSAL, AND VOLUNTARILY EXCLUDED, as used in this clause, have the meanings set out

in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

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

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

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

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

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

**CERTIFICATION REGARDING DEBARMENT, SUSPENSION,
INELIGIBILITY AND VOLUNTARY EXCLUSION -- LOWER TIER
COVERED TRANSACTIONS**

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

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

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 08's highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Governor's Representative for Highway Safety

December 30, 2011

Date

APPENDIX ONE – VIRGIN ISLANDS PROGRAM FISCAL REVIEW

PROJECT	OBLIGATED	FUNDS CLAIMED	REPRO-GRAMMED	REVISED OBLIGATION	PROJECT BALANCE
	402	LOCAL			
Planning and Administration					
Alcohol Involvement					
Occupant Protection					
Pedestrian Safety					
Police Traffic Services					
Youth Alcohol					
408 DATA PROGRAM					
Traffic Records					
405 OP (K2)					
OP Enforcement (K2)					REPORT
406 PROGRAM					
Safety Belts Paid Media					PLAN EVALUATION 2011 AN
K4-Occupant Protection					
Speed Enforcement					
Traffic Records					
GRAND TOTAL					

CONTACT INFORMATION

VIOHS team members can be reached at:

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Traffic Records Coordinator – Ms. Kieran Isidore
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Occupant Protection Program Coordinator – Ms. Leslie Dickenson
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Alcohol Coordinator – Ms. Barbara Flemming
Barbara.flemming@vipd.gov.vi

Motor Carrier Safety Assistance Program – Vacant

Financial Manager – Vacant

Statistical Clerk - Vacant