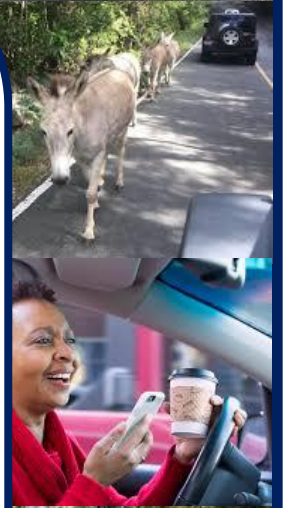


IMPAIRED
driving



VIRGIN ISLANDS OFFICE OF HIGHWAY SAFETY

**FISCAL YEAR 2021
ANNUAL REPORT**



Virgin Islands Office of Highway Safety

33B & 33BA Estate Smithfield

St. Croix, VI 00840

Tel: 340-772-3025 Fax: 340-772-2626

TABLE OF CONTENTS

Introduction	2
VIOHS Hierarchical Chart	2
Year in Review	4
Key Accomplishments	5
Executive Summary	6
Performance Report on Core Measures	8
Fiscal Year Crash Statistics	10
USVI Core Performance Measures	12
<u>Project Contributions to Meeting Highway Safety Targets:</u>	
Planning & Administration - 402	27
Impaired Driving Program - 402	31
Occupant Protection Program - 402	50
Occupant Protection Low Seat Belt Usage - 405b	63
Traffic Records Program - 402	74
Police Traffic Services Program - 402	88
Media Communications Program - 402	105
List of Acronyms	108
List of Reimbursed Vouchers	109

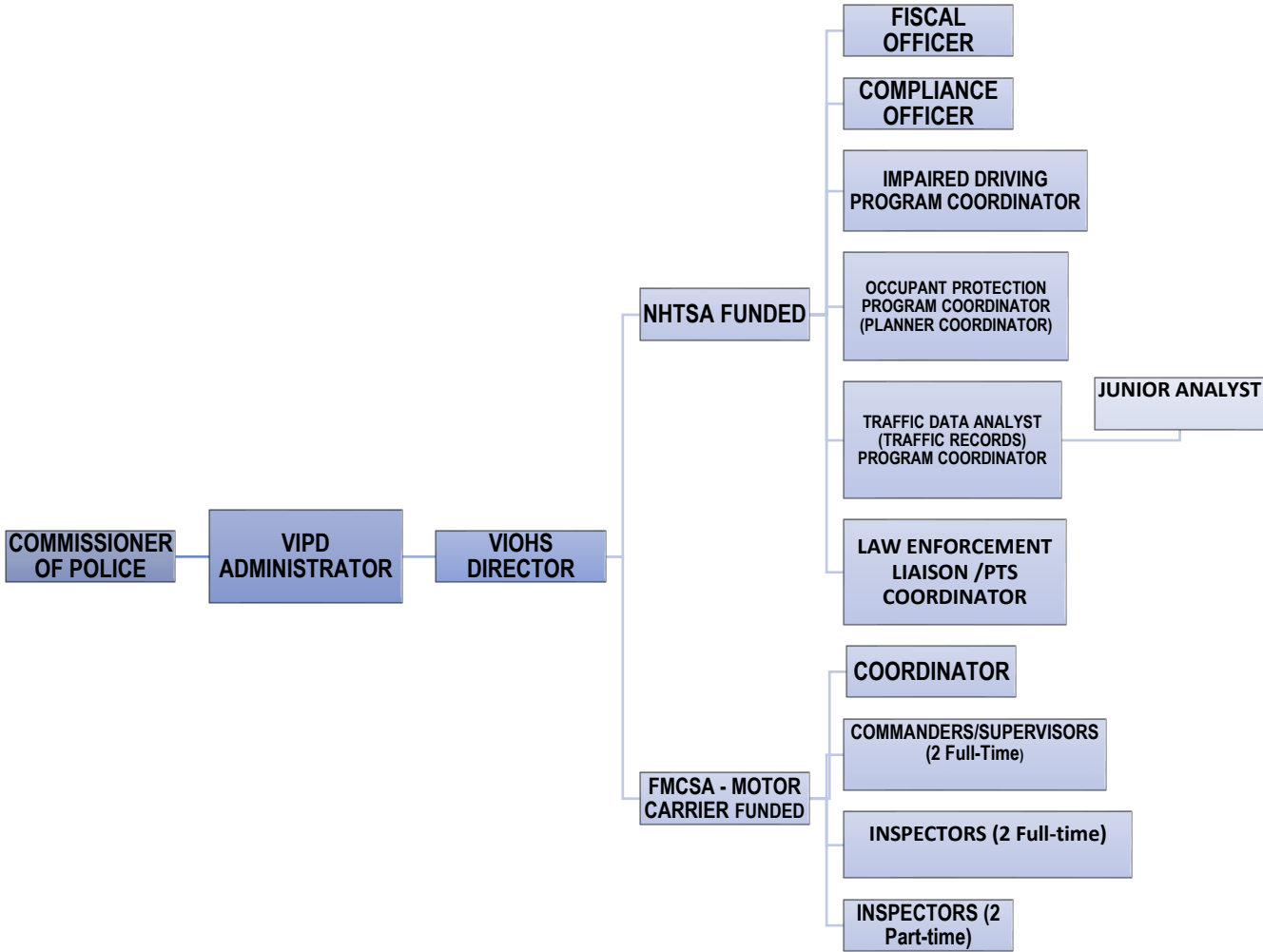
Introduction

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

The U. S. Virgin Islands is comprised of three main islands and surrounding smaller islets and cays with a population of 87,416 (as per the 2020 census) and a land area of 133 square miles. The three main islands are St. Thomas, St. John, and St. Croix. The U.S. Virgin Islands is the only U.S. jurisdiction that drives on the left side of the road. As most cars being imported from the mainland United States are left-hand drive, the driver sits to the outside of the road, raising traffic safety issues especially to visitors who rent vehicles. With few exceptions, most roadways are only one-lane per direction making roads relatively small in width.

The VIOHS is mandated to promote and fund methods to implement traffic safety in the territory. The office is primarily funded by grants from the U.S. Department of Transportation National Highway Traffic Safety Administration (NHTSA) and the Federal Motor Carrier Safety Agency (FMCSA). The GVI provides the overhead funding for the physical office and leadership staffers. Highway safety programs are developed and implemented in partnership with public and private entities to reduce traffic crashes, injuries, property damage and subsequent deaths. These programs include strategies associated with traffic enforcement, public education and awareness, media campaign, and community interaction.

Virgin Islands Police Department- VIOHS Organization Chart



A Year In Review...FY 2021 Virgin Islands Office of Highway Safety

Through its FY2021 HSP, the VIOHS applied for \$890,000 in new funding, of which \$670,000 was for 402 funded projects and \$200,000 for 405b funded projects. The VIOHS was awarded \$734,912.00 in 402 funds, and \$95,791.23 in 405b funds to augment the FY2020 carried forward funds to fulfill the FY2021 HSP.

The impact of COVID-19 continued to affect operations as the VIOHS staffers worked virtually also addressed the Corrective Action Plan (CAP) deliverables of the 2019 Management Review.

The staffing of the office was improved by the addition of the Police Traffic Services Coordinator who began in September 2020, but resigned the position in January 2021. However, the position was refilled in June 2021. The Occupant Protection Planner/Coordinator began employment in January 2021. Both new staffers quickly adapted to their respective programs. The Junior Analyst position selection was made in the month of September, and the staffer will begin officially in FY2022 when the required paperwork has been completed.

As the COVID-19 restrictions were gradually lifted in the territory, the VIOHS staff aggressively pursued sub-recipients to obtain projects to meet the CAP mandate to distribute 60% of appropriated funds to sub-recipients other than VIPD/VIOHS. While new sub-recipients were obtained for enforcement (Virgin Islands Port Authority-VIPA) and communications programs (SIMPLE, ..a marketing company), the enforcement projects were not completed, and some areas of the communication projects were affected by the COVID-19 protocols.

The staffers attended online seminars, trainings and workshops to remain current with the requirements of the related programs. They were also able to attend some out of the territory conferences.

In the July of 2021 the Governor's Representative, Police Commissioner Trevor A. Velinor, retired from his position and Raymond A. Martinez was selected by Governor Albert Bryan Jr. as the Police Commissioner Nominee.

The FY2021 challenges faced by the VIOHS did not deter the staff from its mission of improving highway safety and to alter behavioral patterns territory-wide through the development, promotion, and implementation of educational outreach campaigns; enforcements and community-directed alliances, and renewed outreach efforts throughout the community.

This annual report provides an assessment, to include the accomplishments, progress towards meeting performance targets, and applied measures to correct noted deficiencies during FY2021 (October 1, 2020 – September 30, 2021).

Key Accomplishments in Fiscal Year 2021

- ❖ Successful submission and approval of a complete Highway Safety Plan for FY2022.
- ❖ The successful procurement of additional equipment components and the beginning of the contract negotiations for the implementation of the Traffic and Criminal Software System (TraCS) - a data collection, records, management and crash reporting software. TraCS will link data input and provide unified access across several agencies within the Government of the Virgin Islands.
- ❖ Enforcement activities for the Impaired Driving and Occupant Protection Programs.
- ❖ Selection of a contractor to conduct the media communications program portion of the FY2021 HSP.
- ❖ Implementation of Corrective Action Plans (CAP) resulting from the FY2019 NHTSA Management Review of VIOHS grant operations.

Executive Summary

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

Throughout FY2021 the VIOHS continued to work towards accomplishing this mission.

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

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

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

The electronic ticketing system for use in the Territory, a multi-year project, continued to be funded in FY2021 to finalize the contracting phase of the TraCS software purchase through the Iowa Department of Transportation. This was delayed by staffing challenges for IOWADOT and several revisions mandated by both the vendor and GVI procurement department.

The staffing limitations of the VIOHS' sole source of enforcement, the Virgin Islands Police Department (VIPD), continued to challenge enforcement activities. However, with the assistance of a dedicated VIPD Traffic Sergeant, the VIOHS was able to conduct successful initiatives for the Impaired Driving and Occupant Protection programs during the last two quarters of FY2021.

The VIOHS selected vendor the Media Communications program , SIMPLE, ...a marketing company, submitted five media projects which were approved in April 2021. The projects included media management, radio and video ad productions for Impaired Driving, Occupant Protection, Police Traffic Services, and High Visibility Enforcement, print ads, jingles development, billboard displays, logo creation and web page development. Due to COVID-19, no video ads were produced, no print ads were released, the web page completion and hand over was done in December 2021. However, the logo was developed, jingles produced and an aggressive media campaign was conducted.

While performance targets are set, the results depend on the Virgin Islands residents and visitors adherence to laws and receptive responses to the traffic safety messages and enforcement initiatives disseminated by VIOHS. However, the territory was able to meet 50% of its performance measurements for FY2021. Therefore, the VIOHS must, in FY2022, continue to establish non-traditional partnerships to discover new methods to reach and engage the public in traffic safety practices to improve the performance targets for traffic fatalities, serious injuries in crashes, and unrestrained passenger vehicle occupant fatalities in the future.

**U.S. VIRGIN ISLANDS
FY 2021 ANNUAL REPORT
PERFORMANCE MEASURE TARGET CHART**

Core Performance Measures	Target Period	Target Year(s)	Target Value FY21 HSP	Data Source/ FY21 Results	Met FY21 Target?
Core Performance Measures					
C-1) Traffic Fatalities	5-Year	2017 – 2021	12	State 11	Yes
C-2) Serious Injuries in Traffic Crashes	5-Year	2017 – 2021	14	State 15	No
C-4) Unrestrained Vehicle Occupant Fatalities	5-Year	2017 – 2021	4	State 3	Yes
C-5) Alcohol Impaired Driving Fatalities	5-Year	2017 – 2021	2	State 1	Yes
C-6) Speeding Related Fatalities	5-Year	2017 – 2021	2	State 1	Yes
C-7) Motorcyclist Fatalities	5-Year	2017 – 2021	2	State 1	Yes
C-8) Un-helmeted Motorcyclist Fatalities Drivers	5-Year	2017 – 2021	0	State 0	Yes
C-9) Drivers Aged 20 or Younger involved in fatal crashes	5-Year	2017 – 2021	0	State 1	No
C-10) Pedestrian Fatalities	5-Year	2017 – 2021	1	State 4	No
C-11) Bicyclist Fatalities	5-Year	2017 – 2021	0	State 0	Yes
Behavioral Study					
B-1) Observed Seat Belt Rate for Passenger Vehicles, Front Seat Outboard Occupants	Annual	2021	78.6%	State Survey 72.3%	No

Traffic Records Performance Measures					
T-1) Average Days Between the Crash Date and the Crash Report Submission Date	Annual	2021	5	State 15	No
T-2) Percentage of crash involved vehicles that tag numbers matches BMV's vehicle files	Annual	2021	56%	State <i>N/A</i>	<i>Data Pending</i>
T-3) Percentage of Crash Reports with No Missing Critical Location Data	Annual	2021	56%	State 38.2%	No

The U.S. Virgin Islands reported a total of **4,228** crashes in FY2021, a 15.8% increase from FY 2020. A total of 2,643 crashes occurred on the island of St. Thomas (up by 16.1% compared to FY 2020), 1,410 crashes occurred on St. Croix (up by 11.2% compared to FY2020) and on St. John there were 175 crashes (up by 63.5% compared to FY2020). Of these reported crashes, **11** resulted in fatalities. A categorical listing of all reported crashes has been outlined in the table below.

FISCAL YEAR 2021 CRASH STATISTICS			
ST. THOMAS			
<i>Crash Classification</i>	<i>Total Crashes</i>	<i>Injuries</i>	<i>Fatalities</i>
Vehicles	2,487	371	3
Pedestrians	43	37	3
Bicycles	1	1	0
Motorcycles	33	23	0
CMV's	79	19	0
Total	2,643	451	6
ST. CROIX			
Vehicles	1,362	402	3
Pedestrians	23	21	1
Bicycles	0	0	0
Motorcycles	11	7	0
CMV's	14	3	0
Total	1,410	433	4
ST. JOHN			
Vehicles	167	17	0
Pedestrians	3	1	0
Bicycles	1	0	0
Motorcycles	1	0	1
CMV's	3	0	0
Total	175	18	1

<i>CORE ACTIVITY MEASURES</i>	2016	2018	2019	2020	2021 Actual	5-Year Average
Number of Seatbelt Citations Issued During Grant Funded Enforcements	943	1103	0	544	54	529
Number of DUI Arrests Made During Grant Funded Enforcements	13	1	0	7	6	5
Number of Speeding Citations Issued During Grant Funded Enforcements	9	2	0	0	0	2

- There was no information gathered for FY2017 due to the impacts of hurricanes Irma and Maria.
- In fiscal year 2019, there were no grant funded enforcement activities were conducted by the VIPD.
- In fiscal year 2021, there were no grant funded occupant protection enforcement activities conducted by VIPD.

VIOHS Performance Measures

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

The VIOHS' targets that were established in the FY 2021 Highway Safety Plan were derived from the ten (10) core performance measures, one (1) behavioral survey, and three (3) traffic records specific performance measures. Seven (7) out of the fourteen (14) performance targets were successfully met with six (6) unmet and one (1) pending access to related data. Throughout the fiscal year, the VIOHS utilized Report Beam as the sole statistical source to gather data relevant to these performance measures which was then cross-referenced to data received through formed alliances with fellow GVI partners to include the Department of Health, the Superior Court, the Bureau of Motor Vehicles, and the Virgin Islands Police Department.

For the upcoming fiscal year, the targets for the ten (10) core performance measures were set based on their current trends and 5-year rolling averages while the behavioral study and traffic records program targets are based on their current trends and previous year calendar year results. The VIOHS has also established two (2) additional performance measure for FY 2022 that are related to its Occupant Protection program. These targets were established using the same method as the traffic records program targets.

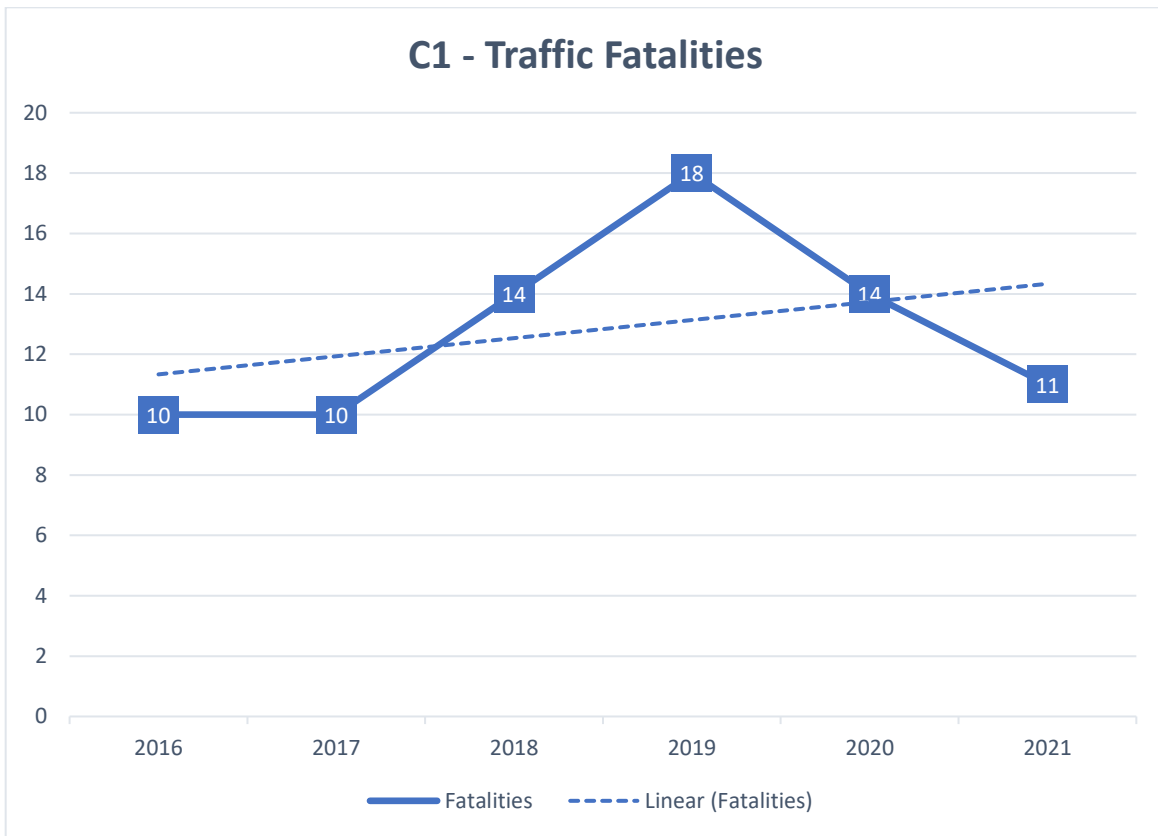
The following charts displays the outcome of the efforts of the Virgin Islands Office of Highway Safety for fiscal year 2021.

C-1. Number of traffic fatalities.

Goal: To reduce the number of traffic fatalities to 12 or below for the Territory.

Number of traffic fatalities in FY 2021: 11

Status: This performance target for FY 2021 was met.



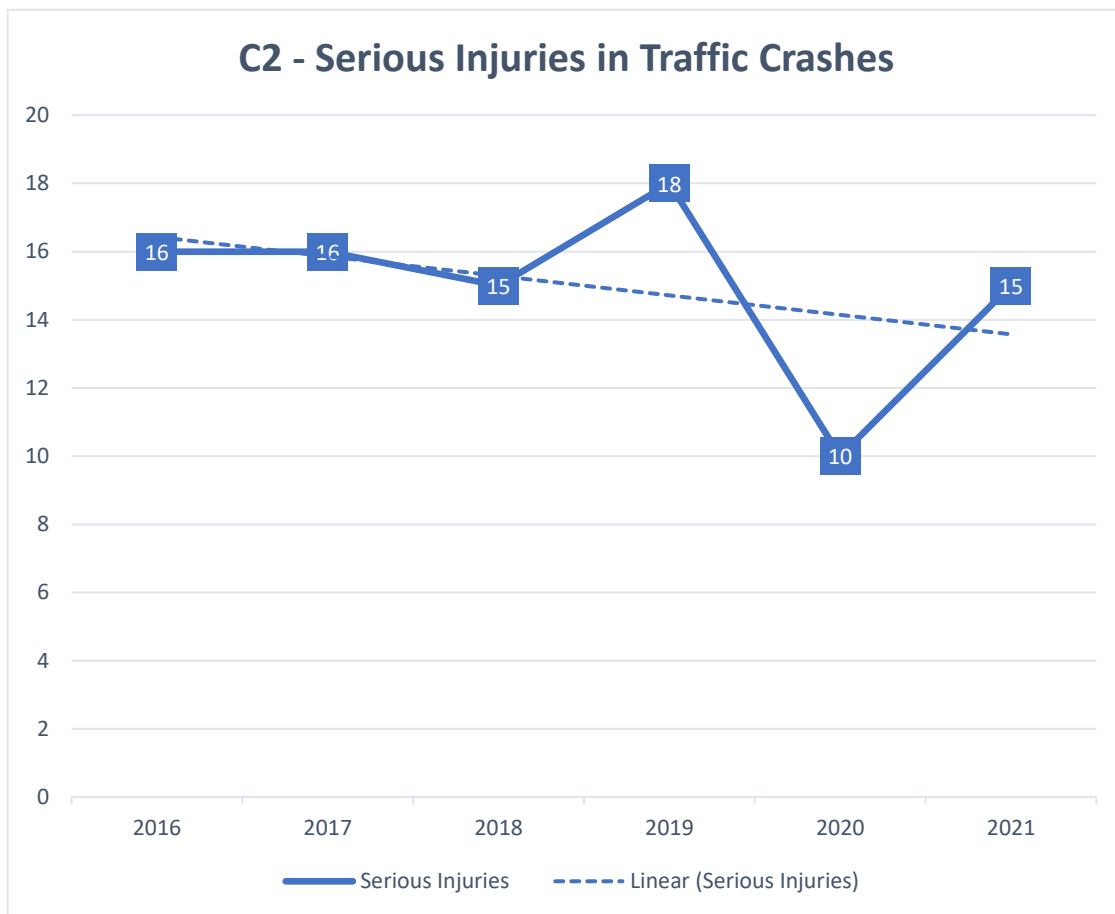
C-2. Number of serious injuries in traffic crashes.

Goal: To reduce the number of serious injuries in traffic crashes to 14 or below for the Territory.

Number of serious injuries in traffic crashes in FY 2021: 15

Status: This performance target for FY 2021 was not met.

Future HSP Adjustments: As the VIOHS analytical capacity grows, high crash locations will become more easily identified. The coordinators will then be able to include effectively place enforcement mobilizations and targeted campaign advertisements.



C-3. Fatalities/Vehicle Miles Travelled.

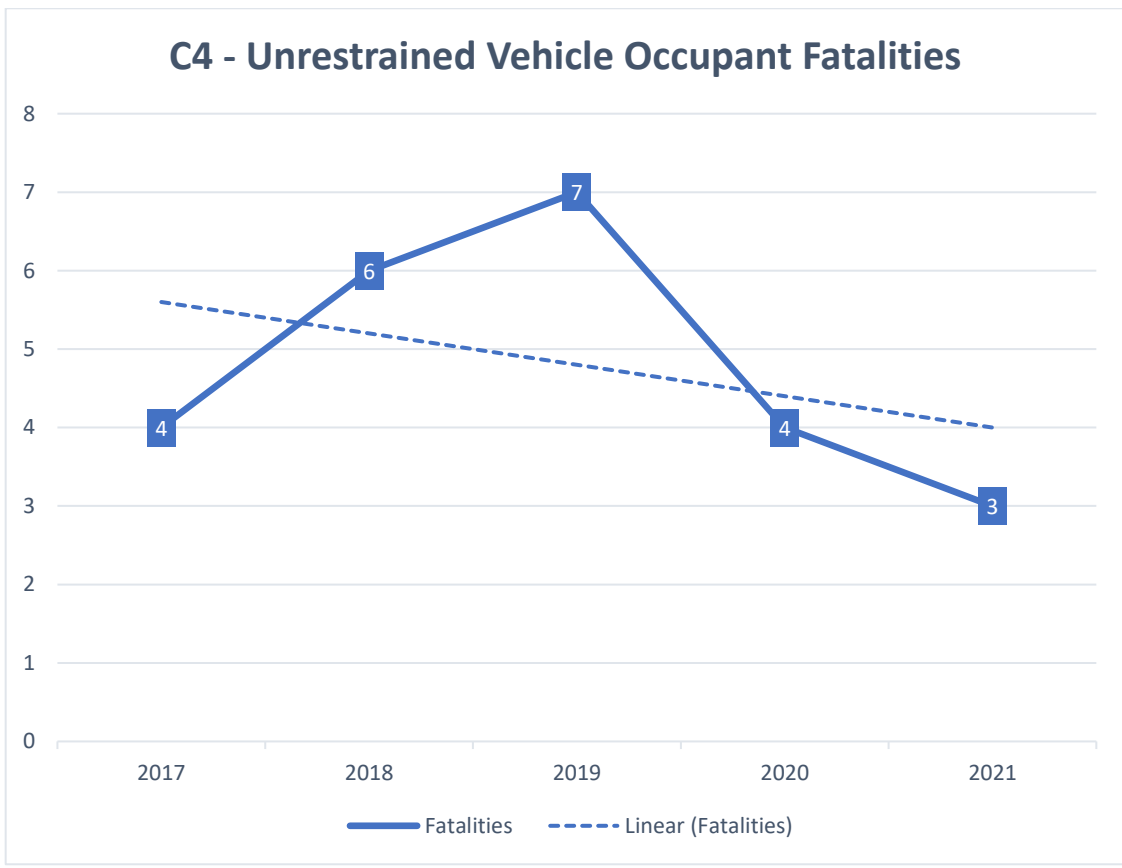
This performance measure is not applicable to the U.S. Virgin Islands.

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

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

Number of unrestrained passenger vehicle occupant fatalities in FY 2021: 3

Status: This performance target for FY 2021 was met.

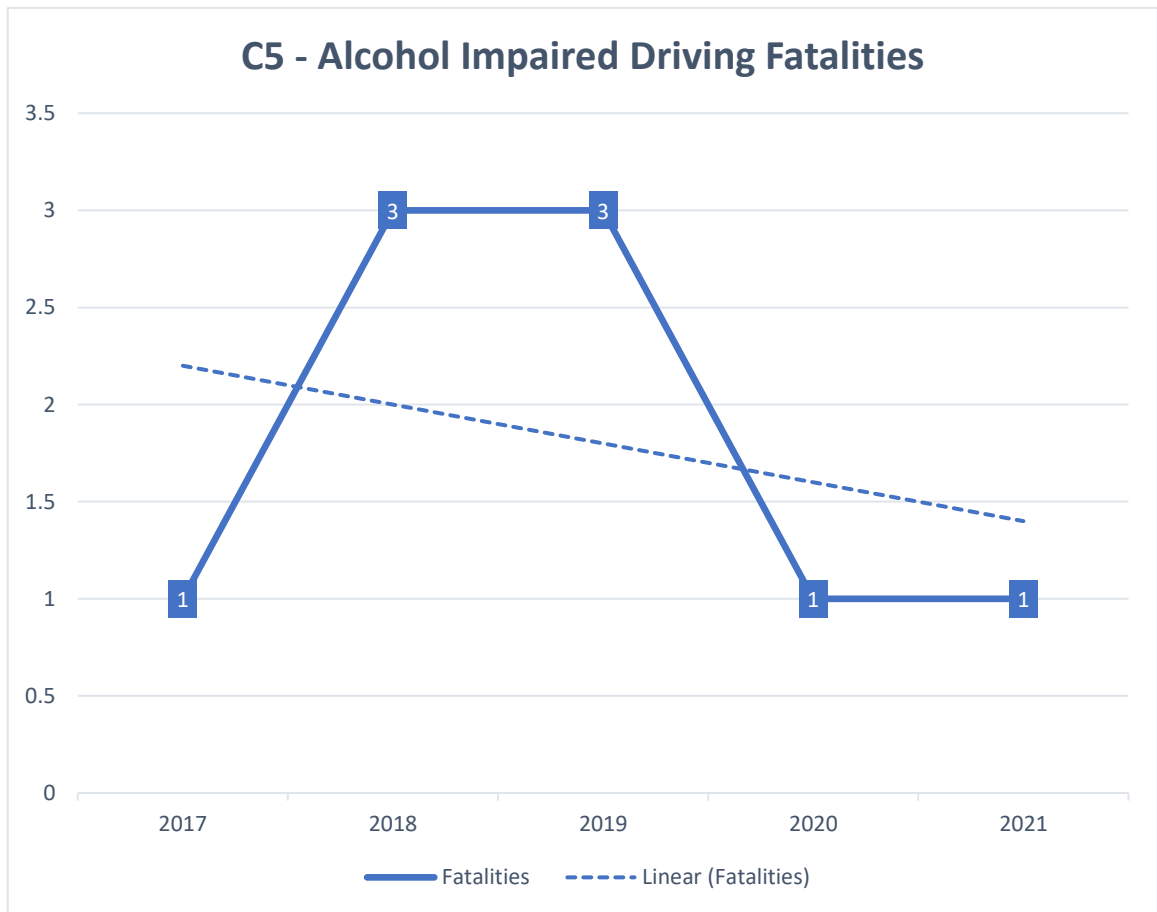


C-5. *Number of alcohol impaired fatalities*

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

Number of alcohol impaired fatalities in FY 2021: 1

Status: This performance measure for FY 2021 was met.

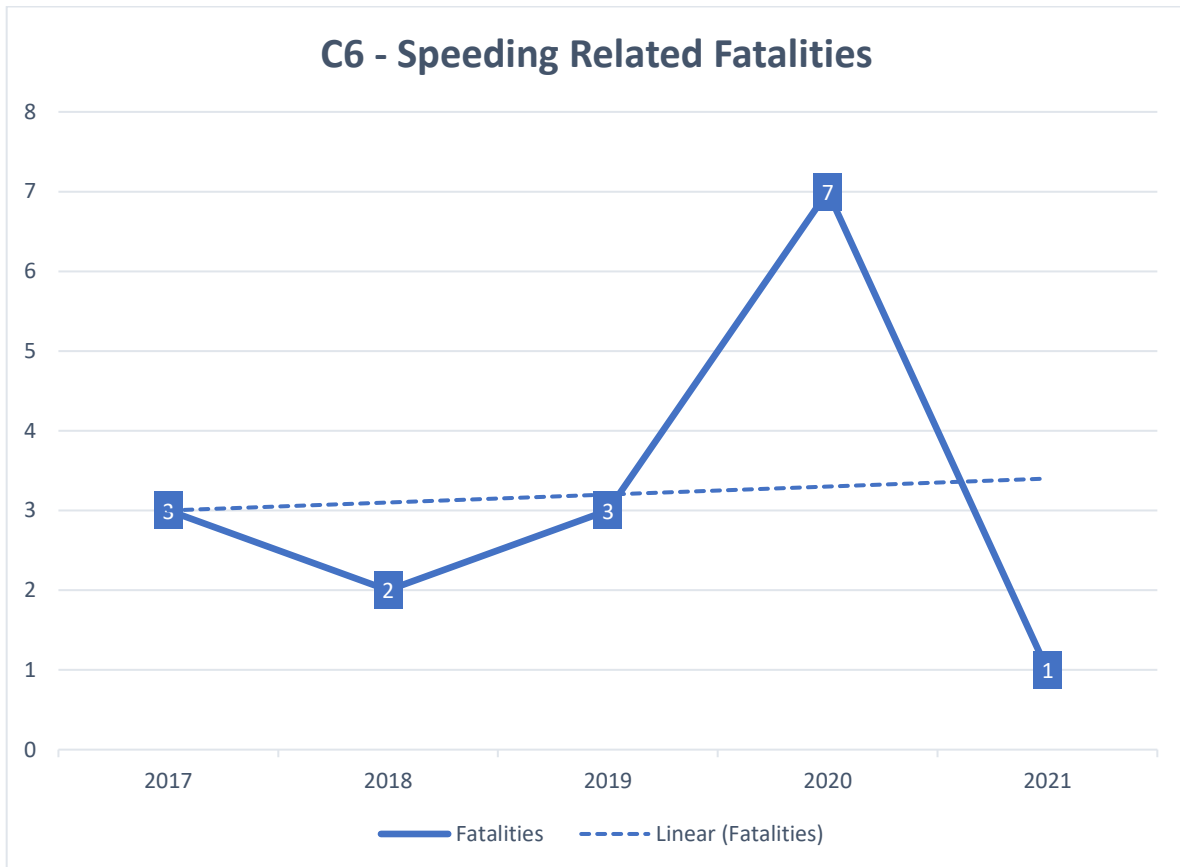


C-6. Number of speeding related fatalities

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

Number of speeding fatalities in FY 2021: 1

Status: This performance measure for FY 2021 was met.

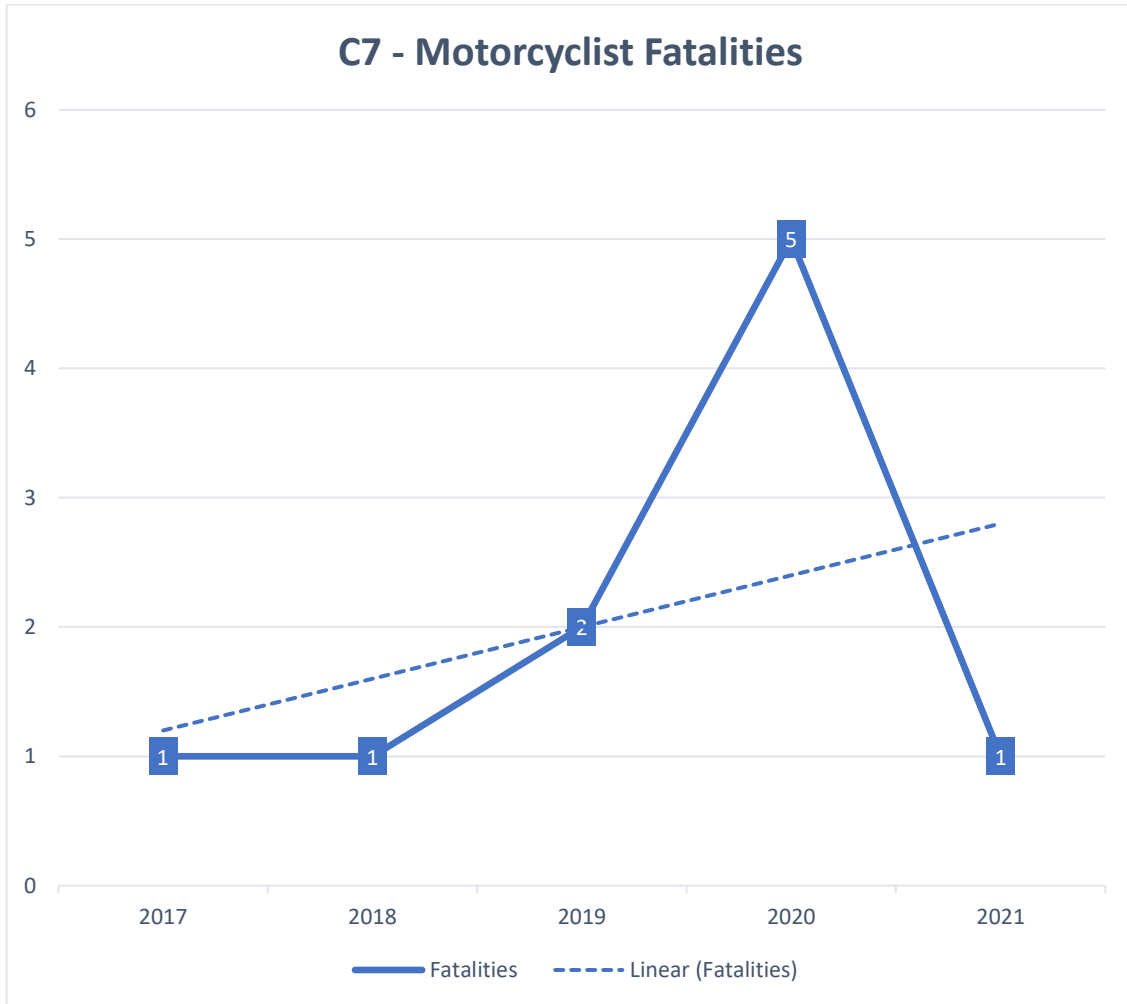


C-7. Number of motorcyclist fatalities.

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

Number of motorcyclist fatalities in FFY 2021: 1

Status: This performance measure for FY 2021 was met.

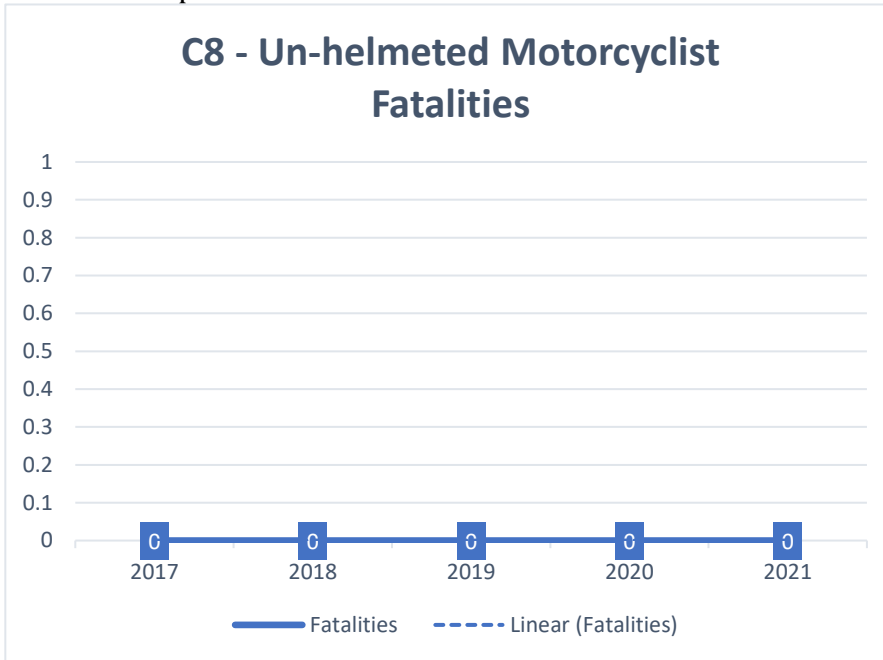


C-8. *Number of un-helmeted motorcyclist fatalities*

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

Number of un-helmeted motorcyclist fatalities in FY 2021: 0

Status: This performance measure for FY 2021 was met.



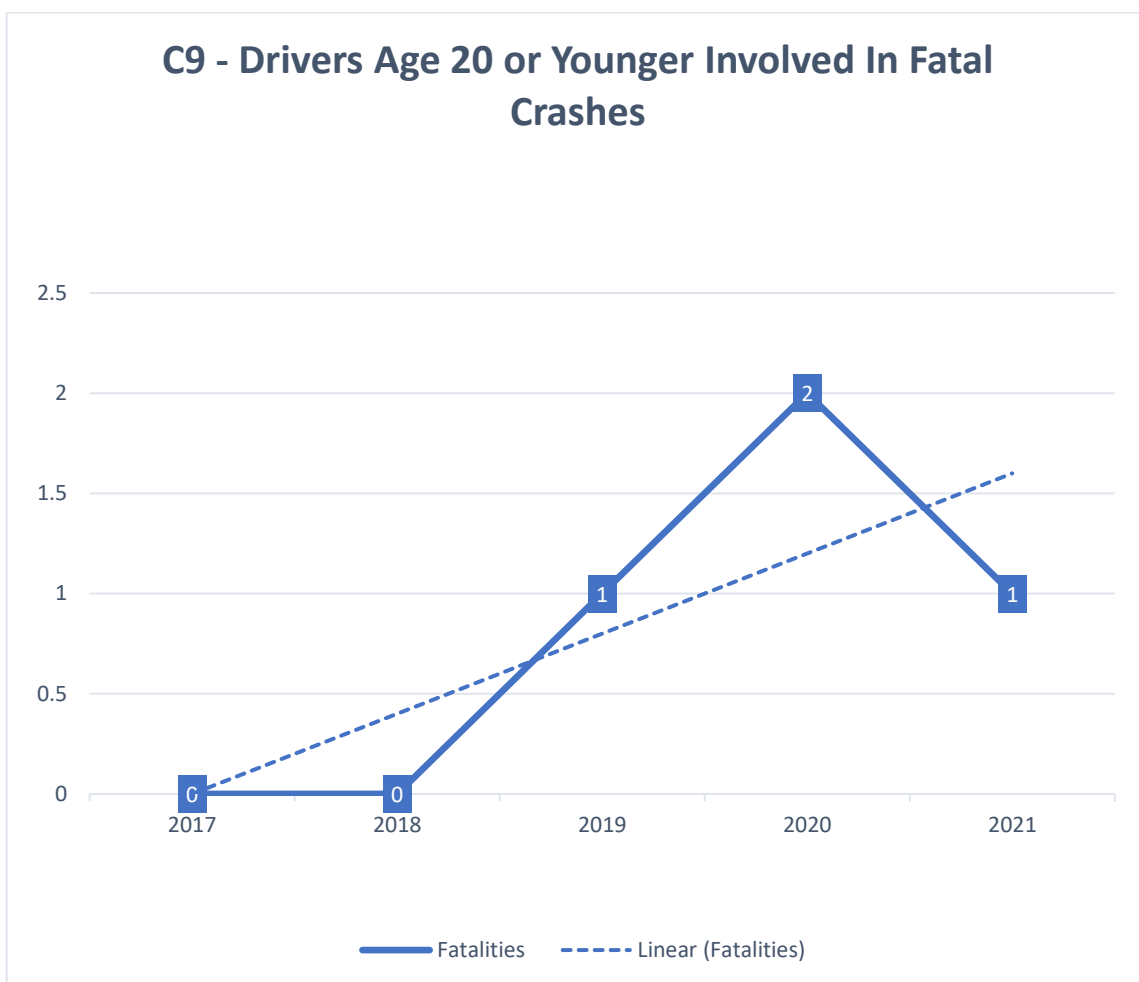
C-9. Number of drivers age 20 or younger involved in fatal crashes.

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

Number of drivers 20 or younger involved in fatal crashes in FY 2021: 1

Status: This performance measure for FY 2021 was not met.

Future HSP Adjustments: VIOHS has partnered with a local driving school to conduct teen and parent focus groups throughout the territory to determine the best culturally appropriate strategies to increase seat belt compliance for teenage drivers and their passengers, who are often their peers.



C-10. Number of pedestrian fatalities.

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

Number of pedestrian fatalities in FY 2021: 4

Status: This performance measure for FY 2021 was not met.

Future HSP Adjustments: To increase awareness about pedestrian safety and reminding drivers and walkers that staying safe is a shared responsibility, the VIOHS has started publishing pedestrian safety campaigns. Additionally, a partnership with the USVI Walkability Institute is being established to join in their efforts to achieve walkability in the US Virgin Islands and educating the community on pedestrian safety.

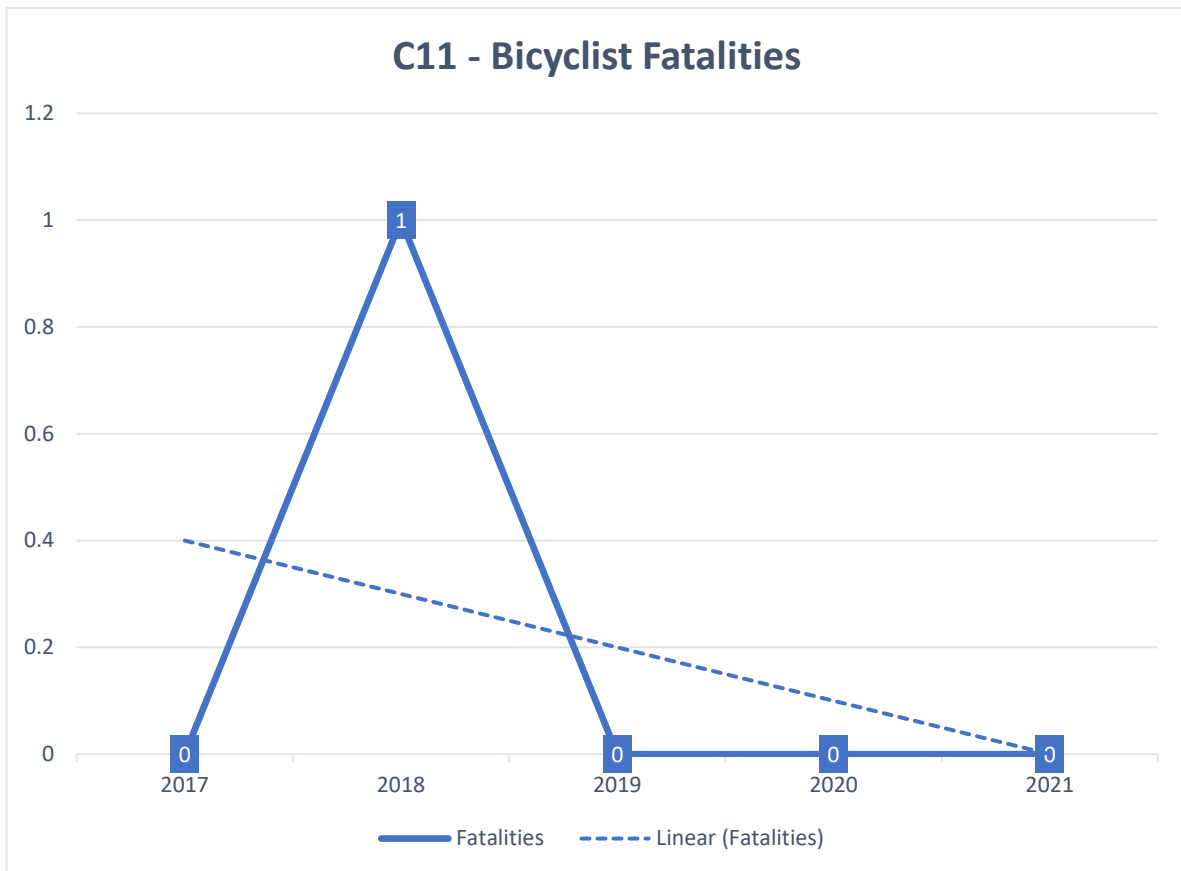


C-11. Number of bicyclist fatalities.

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

Number of bicyclist fatalities in FY 2021: 0

Status: This performance measure for FY 2021 was met.



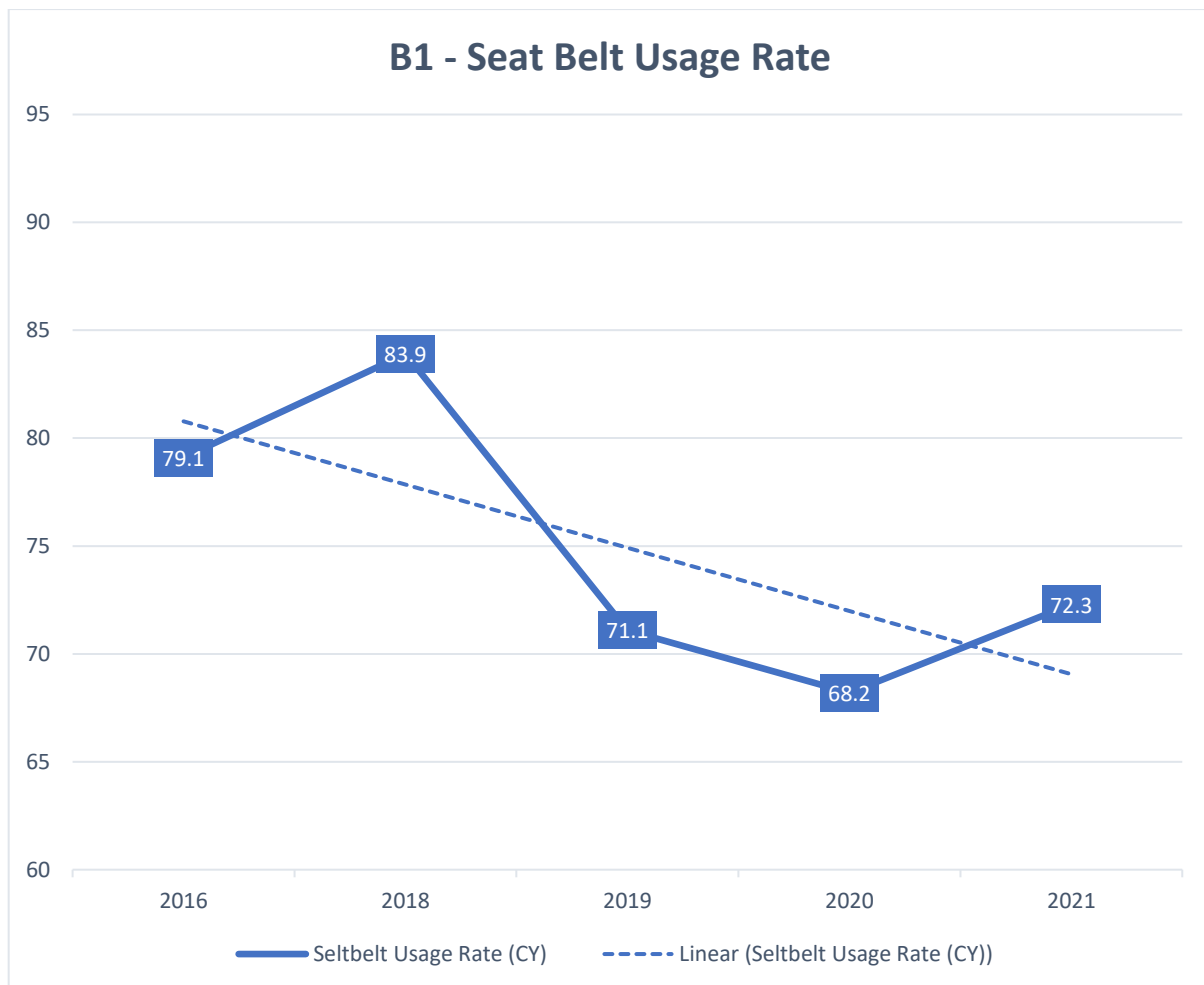
B-1. Observed Seat Belt Rate for Passenger Vehicles, Front Outboard Occupants.

Goal: To increase seat belt usage rate to 78.6% for the Territory.

Seat belt usage rate in CY 2021: 72.3%

Status: This performance target for FY 2021 was not met.

Future HSP Adjustments: To address the lagging territorial seat belt rate, VIOHS plans to execute a NHTSA-recommended plan of high-visibility enforcement coupled with community outreach and education. Collaborative planning efforts with the VIPD have begun. The media efforts – radio and online – launched in FY 2021 will continue to remind the community of the critical importance of the correct and consistent use of safety restraints.

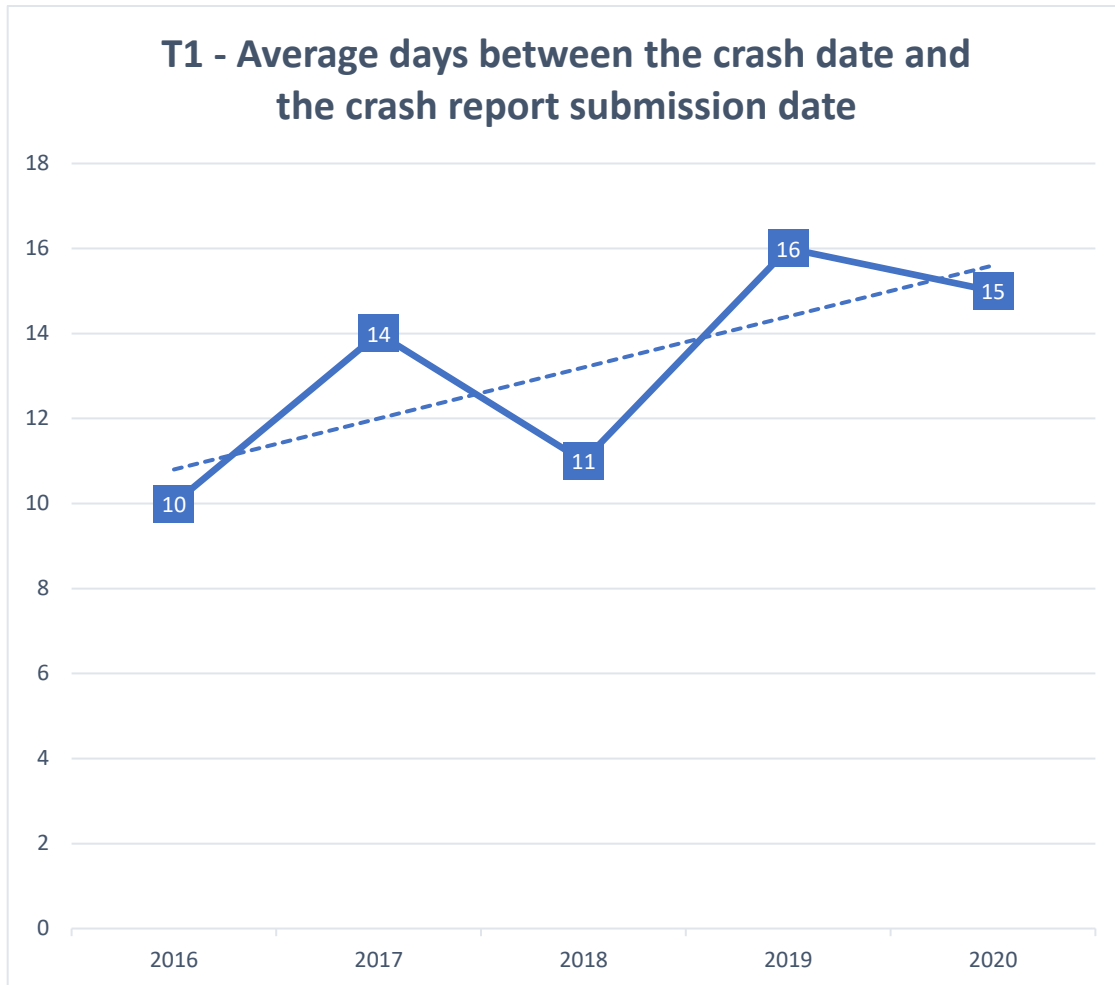


T-1. Average Days Between the Crash Date and the Crash Report Submission Date.

Goal: To reduce the average days between the crash date and the crash report submission date to 5 days for the Territory.

Average day between crash date and crash report submission in FY 2021: 15

Status: This performance target for FY 2021 was not met.



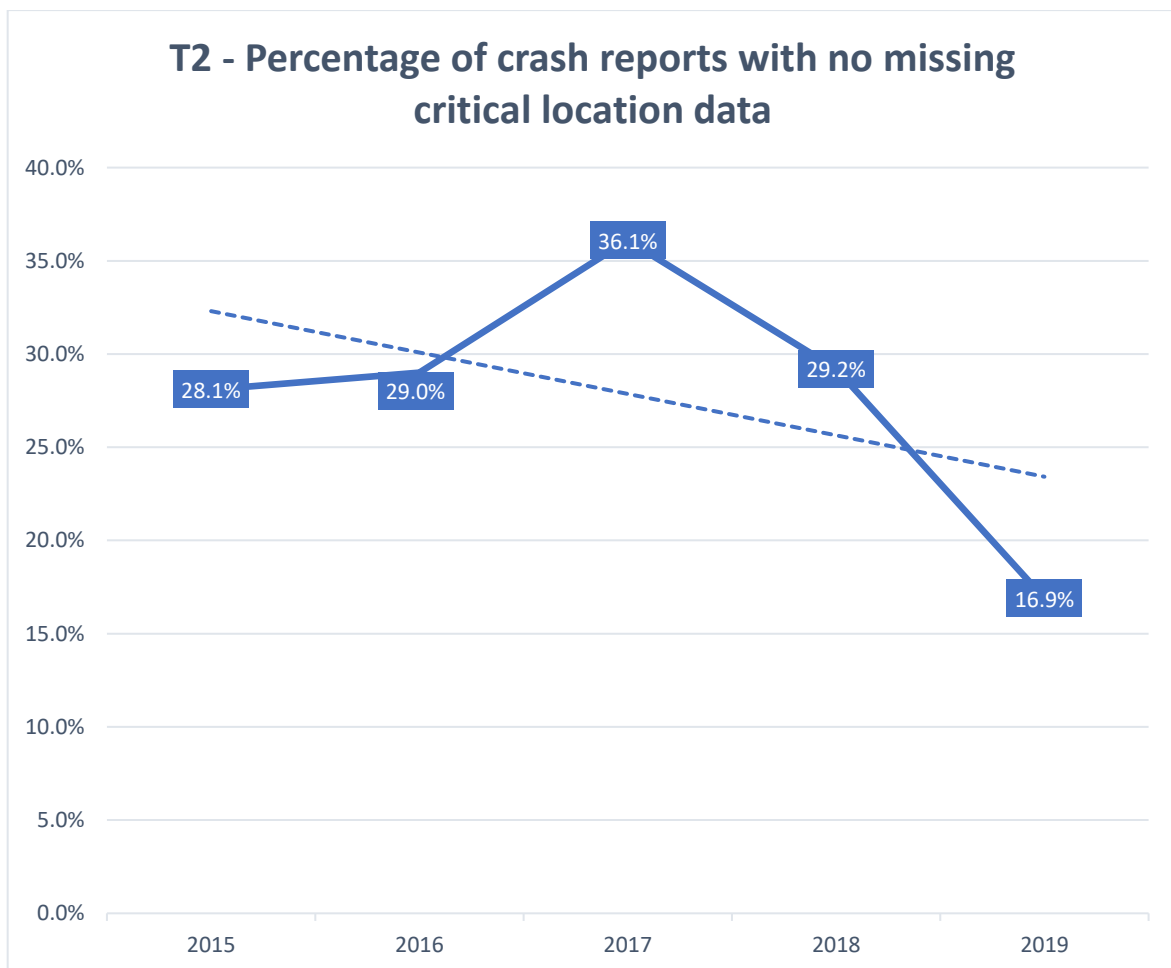
T-2. Percentage of crash involved vehicles that tag numbers matches BMV's vehicle files.

Goal: To increase the percentage of crash involved vehicles that tag numbers matches BMV's vehicle files to 56% for the Territory.

Percentage of crash involved vehicles that tag numbers matches BMV's vehicle files in FY 2021: *Pending*

Status: The performance target is still pending due to VIOHS' inability to access recent vehicle data.

Future HSP Adjustments: The traffic records program is currently in process of hiring a subject matter expert to assist with the integration of the traffic records systems. Successful linkage between the crash and vehicle system will significantly improve this measure.



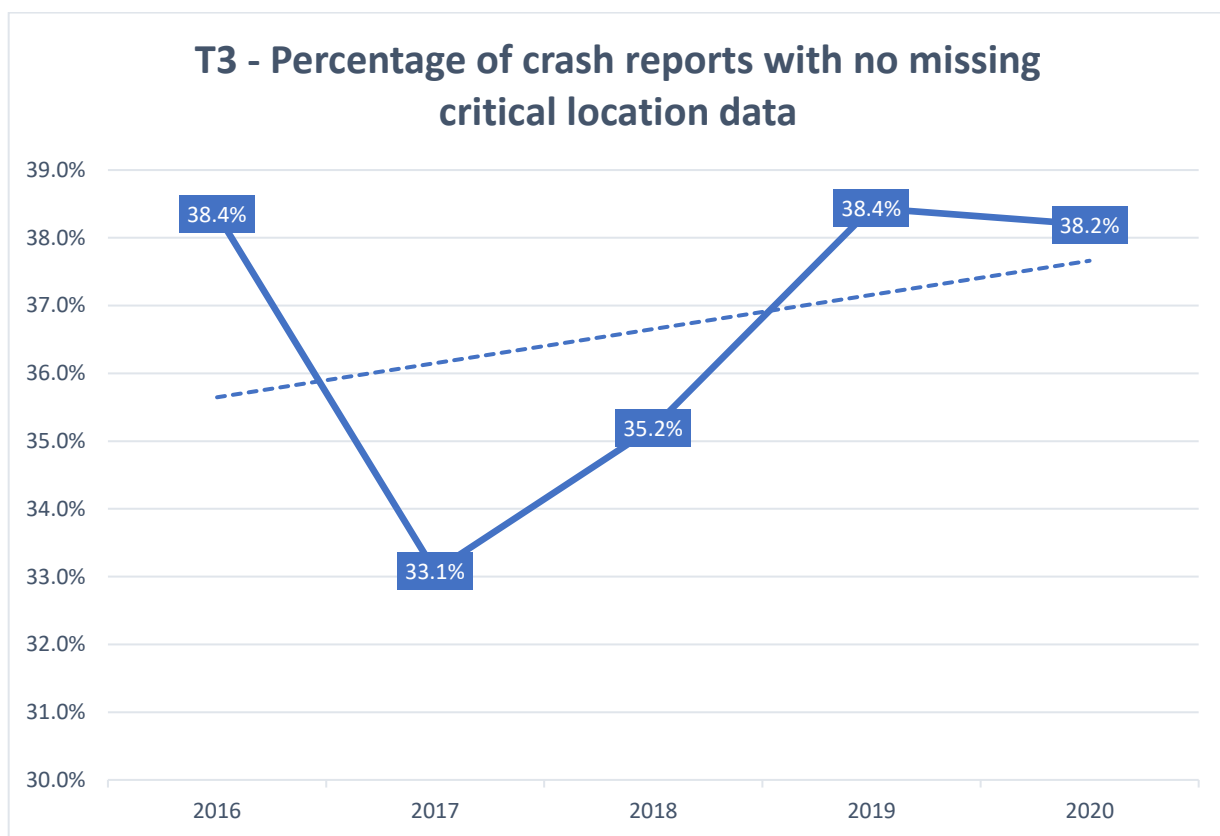
T-3. Percentage of Crash Reports with No Missing Critical Location Data.

Goal: To reduce the percentage of crash reports with no missing critical location data to 56% for the Territory.

Percentage of crash reports with no missing critical location data in FY 2021: 38.2%

Status: This performance measure for FY 2021 was not met.

Future HSP Adjustment: The new e-Citation/e-Crash software, TraCS, that the VIPD are currently working on implementing will be utilizing the LGO-GIS Division's mapping files to accurately tag crash reports with geocoordinates.



Project Contributions to Meeting Highway Safety Targets

Planning & Administration

Awarded: \$356,067.00 Expended: \$232,972.63 \$402

In fiscal year 2021, the Planning and Administration project funded under VIOHS administered funded initiatives from sections 402 and 405b.

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



Objectives

- To provide leadership and resources for the development and implementation of the traffic safety programs during Fiscal Year 2021.
- To attend trainings, conferences, and webinars during Fiscal Year 2021 that would enhance the overall job performance of the VIOHS as stipulated by the National Highway Traffic Safety Administration (NHTSA).
- To publicize all local and national grant funded and non-grant funded enforcement initiatives.
- To prepare financial vouchers, the FY 2022 Highway Safety Plan (HSP) and FY 2021 Annual Report before the designated due dates.
- Facilitate grant management workshops for the respective program throughout the fiscal year by conducting a minimum of one workshop per quarter.
- Submit the revised Policies and Procedures manual to NHTSA.
- Close monitoring of e-Citation project FY2021; Adherence to the 2019 MR Corrective Action plans.

Results

Staffing: VIOHS fully staffed in FY2021 ensuring the fulfillment of mandates for the programs which the office received federal funding from NHTSA for the approved HSP.

Enforcement Initiatives: During FY2021, the VIOHS was able to facilitate enforcement initiatives for the Impaired Driving through its sub-recipient VIPD and the continuance of Sgt. Arthur Joseph dedication to overseeing the projects; the results continued to increased progress for federally funded initiatives in the Territory, to save lives, and improve traffic safety through visible law enforcement presence. Although the Occupant Protection coordinator sought a new sub-recipient, lack of manpower and COVID-19 restrictions resulted in the lack of enforcement activities.

2019 Management Review & Corrective Action Plans (CAP): As a result of the 2019 Management Review, a Corrective Plan (CAP) was developed and agreed upon by the USVI. The VIHS was mandated to ensure all aspect of the CAP are established, implemented, and adhered to on a continuing basis. The CAP listed improvements targeted:

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

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

2021 Pandemic Impact: In FY2021 coronavirus COVID-19 continued to have some effects on the VIOHS operations. The VIOHS NHTSA teleworked during the 1st Quarter of FY2021. The impact continues to impact training and travel in program areas of the approved project. As a result, staffers attended trainings, workshops and conferences which were offered virtually. Also resulting in the travel and training budgets for all approved projects to have marginal expenditures.

Policy and Procedures Manual: The FY2019 MR highlighted the need to have policies in place to guide all staff and to ensure the awarding federal agencies of the territory's commitment to be good fiduciary agents of the awarded funds. As part of the Corrective Action Plans of the MR, the P&A began producing an updated set of policy guidelines in fiscal year 2021. The manual was completed and presented to Region 2 by the promised deadline of December 2021.

Appreciation: Due to the efforts of all VIOHS staffers, twenty-five projects were approved for FY2021, the VIOHS held an appreciation event for the sub-recipients. At the event, the entire staff was introduced, an overview of all program areas was given, certificates and plaques were distributed to all sub-recipients.

Fiscal Year 2022 Continuing Corrective Measures

Many of the corrective measures utilized for FY2021 will continue in FY2022 as the VIOHS continues to aim to reestablish its purpose and functionality.

- 1) The successes and challenges of the enforcement efforts has proven that the LEL position is critical to the VIOHS operations. The development and use of approved enforcement plans, facilitation of planned trainings (lidar/radar and At Scene) and workshops to increase positive output will continue to maintain the enforcement aspect of VIOHS activities. The Police Traffic Services Program (PTS) area will ensure a structured approach towards accomplishing program objectives.
- 2) To increase effectiveness of the VIOHS, a cross cultural approach towards problem identification, management and monitoring has been implemented. As a result, the program now has Highway Safety Coordinators who work together to accomplish VIOHS' objectives.
- 3) To ensure efficient use of resources, internal control measures such as creating and being held accountable for achieving the deliverables in monthly action plans among the staff will continue. The coordinators will work jointly to be responsible for planning/scheduling outreach efforts territory wide and creating alliances with other GVI and outside agencies.
- 4) To build the HSP based on data from the six core agencies relative to traffic safety, the VIOHS will continue to work within the HSP mandates of working with those agencies to obtain sub-recipient projects aimed at improving the interface and interconnectivity of the systems being used and proposed, and the data produced from the agencies
- 5) It is the intention of the VIOHS to continue diversify grant offering and activities to include updated new sub-recipient application packages in FY2022. The Compliance Officer will maintain a monthly schedule to ensure effective use of program offerings and the receipt of outcomes which remains in line with highway safety objectives. Additionally, bi-monthly monitoring schedules will be tasked to coordinators to include the facilitation of on-site assessments.

- 6) To maintain a fluidity in structure and approach towards completing projects, the Director and staff will create a timeline which incorporates checks and balances of such external sources as the fiscal division of the VIPD, the Office of Budget and Management (OMB), the Department of Property and Procurement (P&P), and the Department of Finance (DOF) which provides a cursory review of all fiscal matters. By utilizing a standard timeline, the onus of accounting for the timely approval process for VIOHS projects and the processing of vouchers will be shared by both VIOHS staff as well as our external GVI partners.
- 7) Efforts to expand program offerings territory-wide will continue. The search for office space continues in the St. Thomas/St. John district. In the St. Croix district, the reconfiguration of the office space was developed, but was delayed. A revised plan will be developed and planned for completion in FY2022. It will include a designated office space for the Director, a conference area, and restructuring of the individual cubicles for the staffers.
- 8) Based on the traffic safety messages created in FY2021 to increase initiatives to increase traffic safety awareness, reduce crashes and injuries and gather data from focus groups and surveys to better assist the VIOHS in planning outreach activities. The VIOHS will embark on a strategic approach to disseminate the messages.
- 9) The update of the Territory's crash data system shortcomings, identified by a FY2017 assessment of the traffic records system, recommended the implementation of a new traffic records system which was planned to commence in fiscal year 2020. However, the COVID-19 impact on all areas of the project caused uncontrollable delays. In FY2021 NO-COST-EXTENSION was granted through FY2022 for the final phase of the multi-year project for the completion including the contractual obligation for the TraCS software licenses, the multi-year maintenance service agreements for the implementation of the e-citation system, and the services of subject matter expert to guide the interface of the GVI systems.
- 10) To ensure staff development, all approved training will be encouraged, and coordinators will be held accountable through mid-year evaluations.

IMPAIRED DRIVING PROGRAM SECTION 402

Impaired Driving Program Management

Awarded: \$108,030.07 Expended: \$101,859.67 \$402

The program is responsible for implementing initiatives on alcohol and drug impairments, fatigue/drowsy, and distracted driving—by expanding community-based sub-recipient, program planning, grant development, budget development, and oversight. The implementation of highway safety programs remains critical to the success of the VIOHS. The program coordinator also will work with the Traffic Records program to support in developing a more dependable structural framework to achieve data-driven evidence to promote highway safety compliance through education and awareness. Success is measured by the Impaired Driving coordinator’s knowledge to develop and promote activities geared towards mitigating the risks associated with impairments among motorists on the territory’s highways supports the overall goal of the VIOHS’ mission to achieving the road to zero.

Objectives

- ☞ To monitor the activities related to impaired, distracted driving, and traffic records.
- ☞ To submit monthly, quarterly, and annual activity reports.
- ☞ To manage and monitor all impaired driving sub-recipients’ activities.
- ☞ To assess training and technical assistance needs to sub-recipients.
- ☞ To ensure procurement for all projects are expended in a timely manner.
- ☞ To assist with the TRCC, TRSP, and ensure all programs and initiatives are data driven.

Results

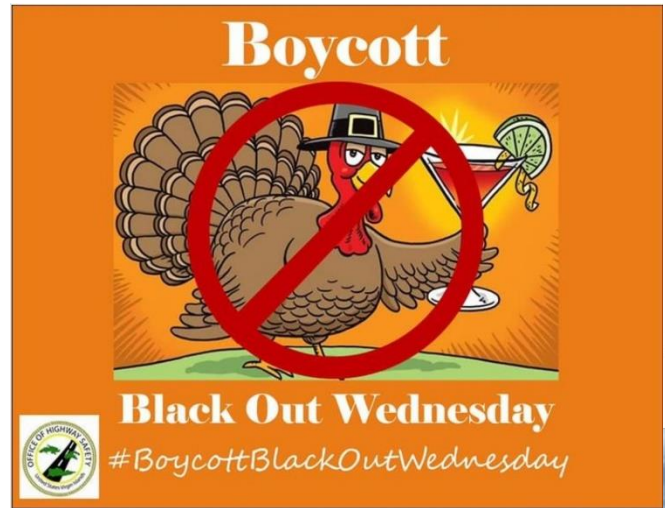
The Impaired Driving Program Management grant achieved a portion of its goals during the Fiscal Year 2021. However, due to the impacts of the COVID-19, the program coordinator’s attendance at needed in person trainings was restricted, but virtual trainings continued.. Educational pamphlets that promote the deterrence of Driving Under the Influence (DUI) related behaviors were disseminated during each outreach activity.

Outreach Activities

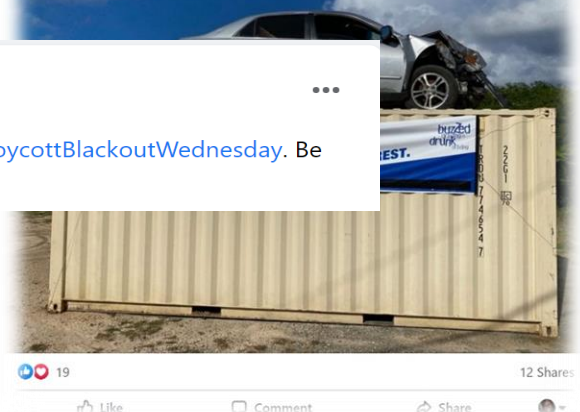
October 1- November 30, 2020-

The program coordinator developed and submitted public service announcements **November 27-December 1st- “Buzzed Driving is Drunk Driving & #BoycottBlackoutWednesday** to bring awareness to the dangers of drinking and driving on **Thanksgiving Eve** on social media.

December 2020- January 31, 2021- The Crucian Christmas Festival is local celebration during which alcoholic beverages are consumed during our local celebrations and events. With the



assistance of Bates Trucking Company, Pelle S. Towing, and VIPD Motor Pool, the Impaired Driving Coordinator organized the DUI Awareness Initiative outreach to bring awareness to the community traversing the Melvin H. Evans Highway in the vicinity of Emancipation Drive, a heavy traffic area. The displays from VIOHS showed the consequences of driving impaired **“Drunk Driving Over the Limit. Under Arrest- Buzzed Driving is Drunk Driving”** on social media.



The initiative's purpose was to inform motorists to pay attention to the roadway, to educate teens, young adults, and parents of the consequences of traffic crashes and reinforce the importance of using seat belts, distracted driving, and show the effects of driving after consuming alcohol. The crash vehicle intends to reduce crashes, injuries, and deaths involving younger drivers and their passengers by using visuals to demonstrate real-life consequences. VIPD/VIOHS ensured not to assume liability, claim, suit, action, loss, or damage from Bates Trucking and Pelle S. Towing, resulting in participating in the DUI Awareness Initiative. We developed a Drive Merry, Bright, and Sober This Holiday Season alongside our local Christmas Crucian Festival.



The Coordinator trained the then Law Enforcement Liaison, Kelsey Crawford & the Occupant Protection Coordinator, Denise Gomes, to provide a more hands-on mock-up preparation relating to the enforcement documentation for program files and submit to the Fiscal Officer to be vouchered for NHTSA's review and approval. The possibility of identifying a representative for the Impaired Driving Youth Awareness Program project through the Department of Education and the University of the Virgin Islands was initiated. Rena Francis, Department of Education Student Services Coordinator, assisted the Coordinator in fulfilling the project according to the Department of Education's (VIDE) requirements and within NHTSA's guidelines, changing the project to create a SADD chapter to provide community service hours an after-school program. VIOHS conducted a meeting with school counselors in the St. Thomas district but the meeting resulted in the discovery that the counselors did not wish the additional duties of another project colliding with their current tasks.

February 12-15, 2021- The 50th Agriculture and Food Fair at Estate Lower Love Fairground, St. Croix, was canceled due to the pandemic. Ms. Petrus and the Occupant Protection Coordinator, Denise Gomes, collaborated to appear on the Da Vybe 107.9 & Talk “VI In The Morning” St. Claire Williams on the Reef 103.5 & 1620 am to discuss traffic safety messages for Presidents’ Day weekend, and to inform the community that VIOHS was available to assist and coordinate outreach.

Virgin Islands Police Department
February 12 · 🌐

Denise Gomes, Occupant Protection Coordinator and K'Tonya Petrus, Impaired Driving Coordinator of the Virgin Islands Highway Safety appear on "VI In The Morning with St. Claire Williams" on The Reef radio stations to discuss driving safely for the Presidents Day weekend.

Contact VIPD PIO Toby Derima
Telephone (340) 772-3025
Email Toby.Derima@vipd.vi.gov
Website www.vipd.gov.vi

Press Release for Immediate Release
February 9, 2021

2 Comments 2 Shares

Share

**Office of Highway Safety - February 12-15, 2021
"President's Day" VIOHS Safety PSA**

This President's Day weekend, the Virgin Islands Police Department (VIPD) Commissioner, Trevor A. Vellnor, and the Virgin Islands Office of Highway Safety (VIOHS) reminds motorists throughout the Territory to always be vigilant and safe. Safe driving practices preserve the lives of drivers, their passengers, and all who share our roads.

In Fiscal Year (FY) 2020, the VIPD recorded 3,652 crashes resulting in 14 fatalities. 43% involved occupants who wore no seat belts; 64 alcohol-related crashes resulted in 2 casualties and 88 DUI arrests.

"Our goal is to protect the citizens of this community, so we have been spreading the message about the dangers of drunk driving for years," said Police Commissioner Trevor Vellnor. "We hope that with each campaign, more people listen, and DUI related crashes and arrests will decrease. It is imperative to remember that if you feel impaired by any substance, you should not get behind the wheel of a vehicle. Drivers should know that if they feel differently after substance use, they will inevitably drive differently."

Wearing seat belts saves lives! Virgin Islands law requires all vehicular passengers to wear the appropriate restraint in both front and rear seats. Moreover, children under the age of eight must sit in a proper car seat, while children under the age of fourteen must sit in the vehicle's back seat. Seat belts and car seats, when used correctly, are proven to reduce the risk of sustaining life-threatening injuries resulting from motor vehicle crashes.

Remember, **Buckle Up! Everyone, Every Trip, Every Time! and Do Not Drink and Drive!**

Presidents Day Outreach

Based on a request from VIPD PIO, where a motorist observed motorcycles not adhering to the traffic laws, the Coordinator created a motorcycle and bicycle safety PSA to educate the community, please see the PSA below.



VIRGIN ISLANDS POLICE DEPARTMENT
Office of the Police Commissioner

Contact: Toby Derima
Telephone: (340) 642-9310
Email: toby.derima@vipd.vi.gov
Website: www.vipd.gov.vi
Twitter: @VirginIslandsPD
Facebook: www.facebook.com/VIPoliceDept

**Press Release for
Immediate Release**
February 10, 2021

Office of Highway Safety – February 12-15, 2021

Motorcycle Safety PSA

This President’s Day weekend, the Virgin Islands Police Department (VIPD) Commissioner, Trevor A. Velinor, and the Virgin Islands Office of Highway Safety (VIOHS) are committed to raising motorcycle rider safety. There were **five** motorcycle fatalities in FY 2020. Let’s reduce that number in FY2021. To accomplish this Motorcyclists are required to:

- ❖ Obey traffic laws, lights, signs, speed limits, and lane markings.
- ❖ Ride with traffic flow, leave plenty of room between your bike and other vehicles.
- ❖ Wear the proper protection- arms and legs should be completely covered.
- ❖ Always wear a motorcycle helmet when riding.
- ❖ Proceed cautiously at intersections and yield to pedestrians and other vehicles appropriately.
- ❖ Increase visibility by applying reflective materials to your motorcycle and by keeping your motorcycle’s headlights on when required.
- ❖ Make sure you know how to handle your motorcycle in a variety of conditions (inclement weather, slick roads, potholes, and road debris).

“Traffic Safety is our #1 Priority.”

Have a safe and fun filled holiday weekend.

Virgin Islands Office of Highway Safety

March- April 2021- the University of the Virgin Islands Year Health Fair, St. Croix, Ms.

Petrus collaborated with Ms. Gomes, on the first in-person outreach at the University of Virgin Islands Albert A. Sheen Campus St. Croix district since the pandemic began with assistance from Sgt. Moorhead & Officer Benjamin. The Occupant Protection and Impaired Driving programs created displays in a tent situated outside of the residential dorms and on the way to the 2nd Annual Ice Cream Social planned in recognition of Black History hosted by UVI. Due to the COVID-19 pandemic, UVI’s classes are predominantly being held virtually, significantly limiting the number of persons on campus. However, the hands-on nature of some classes provided a few student participants along with twenty-four on-campus residents. The Impaired Driving Coordinator utilized the following tools for a hands-on approach with activities to demonstrate the dangers of alcohol to your body and driving.



- ❖ Pick Your Poison Banner

❖ Up In Smoke Marijuana Banner

❖ You Call the Shots- Standard Drink Unit Banner Danger In Every Step (DIES) Balcony Danger Mat



❖ Fatal Vision Impairment Goggles

❖ The Line Detector with the yellow and black “Walk the Line” tape.

UVI staff and students shared the impairment activity under the VIOHS tent, starting with the Line Detector. This programmable speaker plays audio messages or sound effects whenever a participant “walks the line” with Fatal Vision Impairment Goggles and missteps off the line. This demonstration was fitting



a deep understanding that alcohol use directly impacts their basic motor skills and perception. Youths began drinking at home based on what they see their parents doing, who in turn are four times more likely to develop alcoholism than those who start at the age of 21. The Impaired Driving Coordinator inquired of the type of drinks the students indulged in; responses ranged from Manischewitz wine to Jägermeister infused with Red Bull to Hennessy combined with Hypnotiq. Based on the alcohol content displayed on the "You Call the Shots" banner described the dangers of each drink, the alcohol content, and the dangers it does to your body to include the alcohol content.



The St. Patrick's holiday is customarily celebrated throughout the day with a parade and alcoholic beverages such as green beer, but with the pandemic guidelines in place, the celebration parade did not take place. However, VIOHS created and distributed the St. Patrick's Day PSA Buzzed Driving is Drunk Driving PSA and a 30-second infomercial for radio. Please select the recording below to hear the audio message. For the St. Patrick's Day PSA.



VIOHS - St. Patrick
Day Safe Driving.mp3

buzzed
driving is
drunk
driving
designate a sober driver




VIRGIN ISLANDS POLICE DEPARTMENT
Office of the Police Commissioner

Contact: Toby Derima
Telephone: (340) 642-9310
Email: toby.derima@vipd.vi.gov
Website: www.vipd.gov.vi
Twitter: @VirginIslandsPD
Facebook: www.facebook.com/VIPoliceDept

For Immediate Release
March 8, 2021

PRESS RELEASE

Office of Highway Safety - Buzzed Driving is Drunk Driving

U.S. VIRGIN ISLANDS – VIPD Commissioner Trevor Velinor and the Office of Highway Safety understand that people are looking for a reason to celebrate, and we want our community to enjoy St. Patrick's Day, but we also want to emphasize the importance of safe driving. If you plan to consume alcohol or have been drinking alcohol, make the right choice to find a sober driver to get you and your friends home safely. Before you put your keys in the ignition, remind yourself "Buzzed Driving Is Drunk Driving."

Buzzed driving is a continuous problem in our community, especially around days like St. Patrick's Day. In March 2020, there were three hundred and six (306) crashes in the territory (190 in St. Croix, and 210 in St. Thomas/St. John). Designated Drivers should also be aware of pedestrians who have had too much to drink. Walking while intoxicated can be deadly, as lack of attention to their surroundings could put pedestrians at risk of getting struck by a vehicle.

If you are the designated driver, keep that promise of safety to yourself and your passengers. People are trusting you to be alert to traffic conditions, other drivers, and pedestrians on the roadway. It is not the reason that someone, including yourself, does not get home. "Don't let St. Patrick's Day become an anniversary of a tragic night."

Use a Designated Driver!

Do Not Drink and Drive!

Buzzed Driving Is Drunk Driving

"Traffic Safety is our #1 Priority."

Virgin Islands Office of Highway Safety

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VIRGIN ISLANDS POLICE DEPARTMENT

Office of the Police Commissioner

Contact
Telephone
Email
Website

VI PIO Toby Derima
(340) 772-3025
Toby.Derima@vipd.vi.gov
www.vipd.gov.vi

Press Release for
Immediate Release
March 24, 2021

Office of Highway Safety – April 1-5, 2021 – “Easter Holiday Day” VIOHS Safety PSA

This Easter weekend, the Virgin Islands Police Department (VIPD) Commissioner, Trevor A. Velinor, and the Virgin Islands Office of Highway Safety (VIOHS) reminds motorists throughout the Territory to be vigilant and safe. Safe driving practices preserve the lives of drivers, their passengers, and all who share our roads.

Driving hazards are anything that takes your eyes off the road, hands off the wheel, or mind off the task of driving. However, there are increased concerns about the risks of operating a handheld device while driving, driving under the influence and unrestrained drivers and passengers. It is imperative to remember that you should not get behind the wheel of a vehicle if you feel impaired by any substance. Wearing seat belts saves lives. Seat belts and car seats, when used correctly, are proven to reduce the risk of sustaining life-threatening injuries resulting from motor vehicle crashes.

“Join us in helping to keep everyone safe on the road, as driving should be a motorist’s only focus. Our goal is to protect the citizens of this community,” said Police Commissioner Trevor Velinor. “It is important that we safeguard the lives of drivers, their passengers, and everyone else that shares our roads. Life gives us no second chances.”

Have a safe and fun filled holiday weekend!

“Traffic Safety is our #1 Priority.”

May-June 2021 the National Prevention Week Outreach- This planned outreach activity with the Office of Adjutant General (OTAG) housed within the Virgin Islands National Guard (VING), Joint Force Headquarters- St. Croix Youth About Face Program. The outreach focused on reducing and preventing adolescent underage drinking and substance abuse associated with risky behaviors. The outreach is geared to educate teens on the dangers of driving and riding impaired, including being distracted with education and hands-on activities to demonstrate the critical importance of consistently driving controlled and sober by utilizing a peer-to-peer approach to change positive behaviors. To accomplish that by conducting implementing hands-on activities to include the Fatal Vision goggles and the Danger In Every Step (DIES) mat, to name a few. The Simulated Impaired DrivINg Experience (SIDNE) Impaired Driving Simulator provides an all-inclusive collection of prevention tools, resources. The SIDNE allows drivers and passengers to experience what can happen when operating a vehicle while impaired, drowsy, or distracted. Similarly, it demonstrates the effect of alcohol and drugs on their cognitive skills. Due to the

pandemic, the SIDNE did not have any passengers, just drivers between the ages of 14-20, including the instructors, totaling 13 participants.

The SIDNE outreach - the Coordinator would select one of their peers, the chosen safety specialist, would provide the safety equipment and rules to ensure that they are safely secured in the vehicle. Before the driver sets the vehicle to move forward, the Coordinator will ensure the driver is secured and nominate a student to control the simulator from the center of the course outlined in the VING parking lot. When the driver completes the non-impaired course, the vehicle is then switched to the impaired driving mode. The driver then tries to complete the obstacle without hitting a pedestrian, another motorist, or even going into the terrain highlighted with each cone on the course, and it's unmanageable. At the end of each session, the Coordinator and the Safety Specialist would discuss the driver's experience and how they felt to lose control of such a dangerous weapon. One participant expressed that she has never felt so out of control, and no matter how much she would turn or steer the wheel, the vehicle decided the path, which terrified her. By the end of the session, each participant was more cognizant, including the instructors, of how dangerous it is to consume alcohol or drugs. The participants attested that they would not encourage anyone who decides to drink alcohol to drive. They would be more cautious about being in a vehicle as a passenger with someone who knowingly revels in alcoholic beverages. The goal was to "teach one, reach one," and the outreach was successful.



VIOHS Outreach



July- September 2021, Virgin Islands Independence Day & Fourth of July Outreach & Labor Day- During the fourth quarter of FY 2021, the Coordinator assisted the Occupant Protection Coordinator, Denise Gomes, with distributing car seats in St. Thomas/St. John district. Collected DUI arrests data in the St. Thomas/St. John district, worked with Dr. Latashia Edwards on acquiring supplies under the Impaired Driving Youth Awareness project and coordinated activities that the after-school youths will work on for the remainder of the fiscal year. The Coordinator created a PSA to encourage the motoring public to designate a sober driver, emphasizing that they should not be the person mourning after by committing themselves to driving 100-percent sober; please see the PSA detailed below.





Virgin Islands Police Department
Office of The Police Commissioner

Contact Toby Derima, VIPD PIO
Telephone (340) 772-3025
Email Toby.Derima@vipd.vi.gov
Website www.vipd.gov.vi

Press Release
For Immediate Release
June 29, 2021

**Office of Highway Safety- Buzzed Driving Is Drunk Driving
Drive Sober This Independence Day, and Every Day:**

Frederiksted, St. Croix, VI, June 29, 2021-The Office of Highway Safety

The VIPD Commissioner Trevor Velinor and the Office of Highway Safety want to remind the community that Buzzed Driving is Drunk Driving. However, you choose to celebrate this year, make sure you commemorate the birth of our homeland safely. If you are under the influence of alcohol and choose to get behind the wheel of a vehicle, you put everyone on the road in danger, including yourself. During the Fourth of July holiday, make sure you plan for a safe weekend of festivities.

Buzzed driving is an ongoing problem in our community, especially around days like the 4th of July. In July 2020, there were 3,745 crashes in the territory (1,222 in St. Croix and 2,523 in St. Thomas/St. John), with a total of 54 drivers who were impaired and drowsy. Designated drivers should also be aware of pedestrians who have had too much to drink. Walking while intoxicated can be deadly, as lack of attention to their surroundings could put pedestrians at risk of getting struck by a vehicle.

If you are the designated driver, keep that promise of safety to yourself and your passengers. People trust you to be alert to traffic conditions, other drivers, and pedestrians on the roadway. Do not be the reason someone, including yourself, does not get home. "This Fourth of July, commit to driving 100-percent sober because **Buzzed Driving Is Drunk Driving**."

Use a Designated Driver! Do Not Drink and Drive!

Buzzed Driving Is Drunk Driving

"Traffic Safety is our #1 Priority."

Virgin Islands Office of Highway Safety



VIRGIN ISLANDS POLICE DEPARTMENT
Office of the Police Commissioner

Contact VI PIO Toby Derima
Telephone (340) 772-3025
Email Toby.Derima@vipd.vi.gov
Website www.vipd.gov.vi

**Press Release for
Immediate Release**
September 3, 2021

Office of Highway Safety – Alert Today, Alive Tomorrow this Labor Day

The VI Police Department and the VI Office of Highway Safety encourage everyone to celebrate this socially distanced Labor Day weekend safely. Be extra vigilant, always wear a seat belt, and create a plan that prevents you, your friends, or your family from driving impaired and distracted.

Labor Day weekend is one of the deadliest holidays on our roadways, according to National Highway Traffic Safety Administration (NHTSA). "Sadly, many people think driving impaired is no big deal," said VIPD Commissioner Nominee Ray Martinez. "We can spot an impaired driver on the road. A DUI will follow you throughout your life, so this is a gamble that's not worth taking. Under **NO CIRCUMSTANCE**, you should get behind the wheel of a vehicle after you've been drinking. Doing so endangers you, your passengers, and everyone else on the road."

The simple habit of correctly and consistently using seatbelts by vehicle occupants in all seating positions can reduce the risks of injuries and fatalities resulting from motor vehicle crashes. Compared to the 2020 national seat belt usage rate of 90.3%, the territory's usage rate of 68.2% tells a dire tale – a significant portion of VI motorists and their passengers are taking potentially fatal risks with their safety on the roads.

"We are asking that our community practice safe driving strategies to protect their lives, their passengers' lives, and the lives of all who share our roadways," urged VIOHS Director Daphne O'Neal. "By practicing a few simple preventative strategies, we can ensure the safety of ourselves and others."

Safe driving strategies include:

- ✓ Always wear your seat belt. It's your best defense against impaired drivers.
- ✓ Arrange a safe and sober ride home before drinking alcohol.
- ✓ Place all children, ages eight and under, in weight and height appropriate car safety seats. All children under age 14 must sit in the back seat of the vehicle.
- ✓ Don't let someone get behind the wheel if that person has been drinking.
- ✓ Remember to share the road with pedestrians, bicyclists, and motorcyclists.
- ✓ Observe the speed limit and obey traffic signs.

Remember, **Buckle Up! Everyone, Every Trip, Every Time!** and **Drive Sober or Get Pulled Over!**

Have a safe and fun filled holiday weekend!
"Traffic Safety is our #1 Priority."

Travel & Trainings

The Coordinator continued to obtain professional development by attending the following webinars, meeting and travels in FY 2021.

- ☞ Preventing Child Heatstroke Deaths and Injuries in Hot Cars | Texas
- ☞ Exploring the SADD Opportunity Meeting with SADD CEO Rick Birt.
- ☞ GHSA Roundtable Regions 1 and 2
- ☞ Get the Grant: Tips for Rural Education & Healthcare Organizations
- ☞ IAE Stakeholder Forum
- ☞ 2021 Ford DSFL/GHSA Teens & Speeding Grants Webinar
- ☞ NSA & Responsibility.org Present: The Cannabis Impairment Detection Workshop - Green Lab
- ☞ Checkpoint - Wrapping up Alcohol Responsibility Month registered for the Green Lab webinar
- ☞ Law Enforcement Phlebotomy Program Implementation Support Informational Webinar
- ☞ The Road to Teen Traffic Safety: Best Practices for Working with Young Drivers
- ☞ Virgin Islands' NHTSA Traffic Records Assessment
- ☞ Attended Lifesavers virtual conference.
- ☞ NHTSA's VIOHS check-in: FY 2021 CAP, FY 2022 HSP prep
- ☞ MADD South Texas Impaired Roundtable
- ☞ The Road to Zero Strategy in Action
- ☞ Road to Zero Traffic Safety for All Ages
- ☞ Data Driven Highway Safety Planning Virtual Live Training
- ☞ Effective Speaking and Presenting Virtual Live training.
- ☞ Traffic Records Coordinating Committee
- ☞ Data Driven Approaches to Crime and Traffic Safety (DDACTS) Workshops
- ☞ ATSIP Traffic Records Forum
- ☞ Introduction to Information & Security & Password of the GVI Security Awareness Mandatory Awareness Training



☞ **GHSA 2021 Annual Meeting Moving Mountains September 11-16, 2021**-in Denver, CO- The meeting will provide staffers with a variety of opportunities to gain visibility and engage with key groups of highway safety leaders through general discussions and focused workshops. The workshops topics offered examined timely traffic safety issues such as impaired driving, speeding, pedestrian safety, equitable enforcement, and federal highway safety efforts.

Fiscal Year 2022 Corrective Measures

In FY2022, with careful monitoring of the COVID-19 impacts, increased efforts will be made to solicit more sub-recipients to distribute the program messages throughout the Territory, to attend the approved training(s) and scheduled conferences, virtual or in-person once available.

Impaired Driving Youth Awareness Project

Awarded: \$32,536.00

Expended \$2,219.86

\$402

This project is to create a peer leadership after-school program that can help students, especially those who might not otherwise be in a leadership role, gain skills to become role models in their schools and community. To accomplish this, The Traffic Safety Manager for the Impaired Driving Highway Safety program, in collaboration with the VI Department of Education (VIDE), will formulate a peer leadership after school program instructing students between the ages of 15 to 21 on the dangers of driving impaired. The program will propose 10-15 students per district in an after-school workshops and virtual activities, preparing them to serve as peer leaders and promote traffic safety awareness that prevents teen driver crashes, resulting in injuries and fatalities. The students will design a program with a tiered approach towards changing a culture steeped in celebrations surrounding alcohol-themed events, develop media content, and presentations to share with their peers and the community.

The Coordinator met with Dr. Edwards & Ms. Bonelli with the Office of Adjutant General (OTAG) to discuss the activities in the Impaired Driving Youth Awareness project and conducting outreach in the St. Thomas/St. John district. The Youth About Face conducted a presentation for their parents and guardians with what they've learned during the outreach. The kids were tasks to prepare messages about traffic safety to include a webinar on September 15th, 22nd and 29th. The youths were also scheduled to conduct monthly Facebook live events discussing highway safety topics, PSAs, and infographic.



The Impaired Driving Youth Awareness pilot project had more lows than highs. The Coordinator was unable to acquire the VI Department of Education on board with the project as no one wanted the additional responsibilities in combination with their current tasks of virtual learning. However, the Youth About Face Program with the Office of Adjutant General (OTAG) within the USVI National Guard (VING) took on the tasks. The Greater Changes, LLC webinars were unsuccessful as their schedule could never sync to coordinate the webinars, and Greater Changes, LLC became unresponsive. OTAG also experienced staffing issues and a youth exposed to COVID-19; as a result, the children had to quarantine. Notwithstanding, the Youth About Face program were unable to complete schedule activities due to concerns with the youth's grades and time limitations.

Objectives

- ☞ Identify an Advisor/Facilitator to facilitate and attend all meetings to oversee the students' activities by addressing and formulating alcohol, drug, and distracted driving awareness in the Territory.
- ☞ Create an environment that provides students with opportunities to develop, refine, and practice leadership skills.
- ☞ Implement peer-to-peer activities that focus on youth drinking and driving prevention programs, discouraging drinking, and driving.
- ☞ Develop a minimum of five (5) educational projects, such as, presentations, and discussions pertinent to underage drinking, marijuana use, team building, and positive communication within the school community.
- ☞ Build the essential foundations to cultivate a local Students Against Destructive Decisions (SADD) chapter of national initiatives that align with the overall goals of VIOHS.
- ☞ Reduce the percentage of crashes involving adolescent drivers by 5.25 percent from 305 to 289 and mitigate the future risk of impaired driving by addressing the targeted segment and population's behavioral challenges.

Results

The Youth About Face of OTAG hosted a Back-to-School Parent Breakfast for new and returning students and their families. Utilizing components learned from Highway Safety presentations and outreach in July. The youths addressed approximately 23 attendees about seatbelt safety, distracted and impaired driving for their peers, friends, and families about traffic safety, as well as an infographic. During the outreach efforts in July, the Coordinator appointed a young lady, an at-risk youth, to guide the classroom outreach activities, and she did a phenomenal job.

Fiscal Year 2022 Corrective Measures

In FY 2022, the Coordinator plans to continue working with the at-risk youths of Youth About Face of the Office of the Adjutant General (OTAG) within the VI National Guard and collaborate with the University of the Virgin Islands (UVI) to educate about distracted, drowsy, and impaired driving by youths. While preparing a young lady from Youth About Face as a volunteer to conduct outreach messages to build confidence, future leaders, life skills, and self-awareness for themselves and the community while promoting traffic safety.

OCCUPANT PROTECTION PROGRAM

SECTION 402

Occupant Protection Program Management, USVI

Awarded: \$201,346.97

Expended: \$179,350.35

\$402

The role of the VIOHS Occupant Protection Program is to promote the use of appropriate car safety restraints through education and coordinated enforcement activities. To combat a declining seat belt compliance rate, the program aims to motivate motorists and their passengers to make the informed decision to correctly and consistently utilize seat belts and child safety restraint systems to reduce the risk of crash-related injuries and fatalities while complying with VI occupant protection laws. Efforts toward this goal include public information, community outreach and education, high visibility enforcement, child passenger technician training, and child safety seat distribution programs.



Objectives:

- 1) Rebuild the Occupant Protection Program throughout the USVI by becoming acquainted with the program purpose/objectives through workshops and off-island training.
- 2) Develop the fiscal year activities plan and implementation schedule by coordinating a minimum of ten (10) outreach activities, facilitating CPS training and clinics, and Child Safety Week activities.
- 3) Build and coordinate process for distribution of car safety restraint systems for families in need.
- 4) Formulate and present a territory-wide mobilization plan for Occupant Protection and increase seat belt usage through enforcement activities.
- 5) Develop an activity plan for nationally recognized program mobilizations
- 6) Solicit sub-grantees and creation of new community-based partnerships.

Results

The Occupant Protection Coordinator was hired in October of 2020 and was allowed three months to gain program insight. Based on the extended dormancy of the program and the territory's decreasing seat belt compliance rate, the priority was determined to be community education and outreach. Therefore, the Coordinator participated in several professional development opportunities to gain the program knowledge and confidence required to empower community members with information required to commit to occupant safety.

Professional Development

In addition to independent research on OP concepts, the OP Coordinator participated in the following series of professional development opportunities utilizing various virtual platforms.:

- Milestones of Highway Safety Program Development (November 19, 2020)
- eCivis grants network Training (February 3, 2021)
- eCivis grants network Training (February 17, 2021)
- Foundations of Highway Safety Virtual Live Training (March 2-3, 2021)
- Introduction to Occupant Protection Management Virtual Live Training (March 16-17, 2021)
- Microsoft 365 Training – Excel 200 (April 13, 2021)
- Microsoft 365 Training – Teams (April 22, 2021)
- Lifesavers Conference (April 26-28, 2021)
- GHSA 2021 Highway Safety Leader Virtual Training Series (May 18th, 20th, 25th and 27th)
- NHTSA Highway Safety Grants Management Virtual Live training (May 24th - May 28, 2021)
- CPS Coordinator’s Forum (July 28, 2021)
- 01.a Micro_Nano_Introduction to Information Security (September 13, 2021)
- 01.b - Micro_Nano_Introduction to Information Security (September 13, 2021)
- First Bi-Annual CPS Summit (September 22, 2021)
- CPS Coordinator’s Forum (September 22, 2021)

Community Outreach and Education

The Coordinator conducted several in-person and online community outreach initiatives with the intent to share the information about VI occupant protection laws and the repercussions of non-compliance - physical and economic - required for motorists and their passengers to make consistently safe decisions when traversing territorial roadways. The following outreach initiatives were conducted:

- Interactive OP virtual presentations were delivered to the following audiences:

Agency/Program	Audience	#Participants	Platform	Date
Early Head Start	Parents	25	Zoom	1/29/2021
Calvary Christian Academy	Elementary school parents	29	Zoom	4/12/2021
John H. Woodson Jr. High School – Academic Warriors Afterschool Program	Parents	37	Teams	4/22/2021
Early Head Start	Parents	20	Zoom	9/23/2021
New Testament Academy	Parents	7	Zoom	9/30/2021

- On February 26, 2021, the OP and Impaired Driving Coordinators were invited to engage students and staff at the University of the Virgin Islands' St. Croix Campus. Utilizing video, handouts, posters, and interactive online games, the OP Coordinator demonstrated the importance of consistent seat belt use in both front and back vehicle seats.



- The OP and Impaired Driving Coordinators were invited to the VI National Guard's Youth About Face Program for "at-risk" children, ages 13 to 17. The teens were guided through an interactive presentation designed to impress upon them the legal, physical, and economic costs of non-compliance.



Youth About Face Program

- Radio interviews were conducted on local stations to share the OP message community wide. On Friday, February 12, 2021, the OP Coordinator along with the Impaired Driving Coordinator was interviewed by both Da Vybe (107.9 FM) (STTJ) and The Reef (103.5 FM) (STX) in preparation for President's Day weekend. The goal was to convince the motoring community to drive safely over the extended weekend. The Reef allowed their audience to ask questions. Participation was high, however, many of the questions and concerns were unrelated to OP and ID. Nevertheless, the Coordinators fielded the questions they could and referred the other concerns to VIPD.

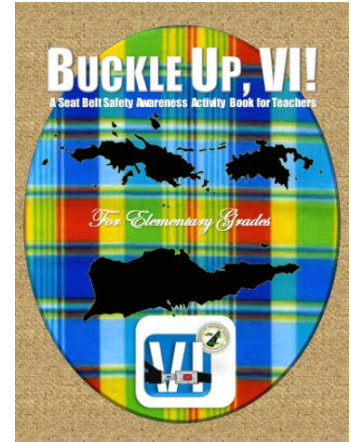


Radio Interview at The Reef

- The OP Coordinator also appeared on Da Vybe on Tuesday, June 28, 2021 to announce and solicit participation in the STTJ Car Seat Opportunity scheduled for July 1st in St. Thomas and July 2nd St. John.

- A four-page newsletter, Occupant Protection – The Family Edition, was created showcasing CPS specific information to include the importance of child car safety seats, choosing and installing car seats, car seat stages, car seat dos and don'ts, parent responsibilities, and guidance for seeking additional CPS assistance in the VI. The document was distributed electronically to the territory's daycare centers, preschools, and elementary schools via email and during OP outreach efforts. Articles from Occupant Protection – The Family Edition were published in the WTJZ Take Twelve magazine across six issues. The one-pager called Occupant Protection News for Families provided the readership with critical car seat information to increase awareness and compliance.

- The OP Coordinator compiled a data book related to VI OP data and statistics. This product was shared with potential subrecipients to assist them in developing their application strategy. OP Facts and Figures will continue to be updated as new annual data are identified.
- To reach students within the schools, the OP Coordinator drafted a workbook entitled Buckle Up, VI! A Seat Belt Safety Awareness Activity Book for Teachers. By taking the message directly to the students, the program intends to recruit young safety ambassadors who can advocate for their own safety while encouraging the safety of others. The publication incorporates Common Core Content Standards in English Language Arts, Mathematics, Science, Social Studies to facilitate integration of the student activities in the classroom. Activities address various skill levels so that it can be used across grade levels or satisfy differentiation needs within one classroom



Media Outreach Efforts

- With the assistance of VIPD PIO Toby Derima, the OP Coordinator placed OP messaging on VIPD social media platforms. The postings have received both positive and negative feedback. Much of the negative feedback accuses the Department of wasting time on things of perceived lesser importance. This supports the need for the program to continue the process of educating the community on seat belt importance. Pictures of the postings are included below:





WHY BUCKLE UP?

- ❑ Life does not give second chances.
- ❑ I protect myself & others.
- ❑ It is the law.
- ✅ All the above.

ONE CRASH, THREE COLLISIONS

1 Vehicle hits another object
Force of the impact is determined by the weight and speed of the vehicle(s). Common injuries: whiplash, misalignment of the spine, concussions, etc.

Bodies and loose items in car collide
As defined by Newton's Law, after the car crashes, everything inside of the vehicle will continue more in the same direction and at the same speed until stopped by an external force. Worn correctly, seat belts will keep occupants in their seats. However, unbuckled occupants become projectiles, slamming into seats, the windshield, other passengers or are ejected from the car. Loose items in the car (pens, bags, toys, etc.) are also weaponized, potentially causing injury.
Common injuries: facial injury, collarbone damage, broken legs, and arms

2

3 Internal organs collide within the body
After the body stops, Newton's Law continues to apply to our internal organs which slam into each other or into the skeletal system, causing bruising or bleeding.
Common injuries: broken ribs, ruptured spleen, internal bleeding

REDUCE THE RISK. WEAR YOUR SEATBELT!
BUCKLE UP, VI! EVERY TRIP. EVERYONE. EVERY TIME!

Seat Belt Basics

Buckling up is proven to be the single most effective strategy to protect yourself (and others) in a crash.

Air bags are designed to work in conjunction with seat belts. The force of an air bag hitting an unrestrained occupant will cause serious injuries.

Unrestrained occupants become projectiles in a crash causing harm to themselves and to others.

Seat belts prevent occupants from being ejected from a vehicle during a crash. Ejection is almost always fatal.

Seat belts are designed to protect vital organs by passing over bones. Your belt should pass your shoulder (not neck), then your chest bone, then over your hips (not stomach).

BUCKLE UP, VI! EVERY TRIP. EVERYONE. EVERY TIME!

Child Passenger Safety in the USVI

In the US Virgin Islands, children under age 8 or 4 feet, 9 inches tall must sit in an appropriate child safety seat.

INFANT CAR SEATS

- Birth up to age 1 or at least 20 pounds
- Must be rear facing

FORWARD-FACING CAR SEATS

- Ages 1 to 5 and at least 40 pounds

BOOSTER SEATS

- 40-80 pounds; less than age 8 or 4'9" tall
- Uses car's seat belt

SEAT BELT ONLY

- At least 4'9" tall
- Sits back without slouching
- Touches floor with feet

Best Practice
Never place a child in a car seat based solely on age. Consult your child's car seat manual to determine the safe time to transition your child based on weight and height. A child in the wrong stage seat can sustain severe injuries in a crash.

NOTE: All passengers under age 14 are required to sit secured in the **back seat** of the vehicle.

Buckle Up, VI! Every Trip. Everyone. Every Time!

VI OFFICE OF HIGHWAY SAFETY
1400 Internet Drive
A1F Justice Complex, 2nd Floor
St. Thomas, VI 00002
Telephone: (340)734-9830

338 AUSA Estate Smithfield
St. John, VI 00848
Telephone: (340)772-3025
Cell: (340)473-7383

Attention VI Motorists

As you transport our territory's youngest students to their campuses, be sure that you and all passengers are safe and secure.

Remember our law requires that:

- ✓ All children under age 14 must ride belted in the **back seat** of the car
- ✓ Children, ages 5 to 8, or under 4' 9" tall, must use a booster seat in the **back seat** of the car
- ✓ Children, ages two to five, must sit in a forward-facing safety seat in the **back seat** of the car
- ✓ Children from birth to age one (or for as long as the specifications on the car seat permit) must sit in a rear-facing safety seat in the **back seat** of the car

Remember, your children depend on you to keep them safe. A few seconds to buckle them up will save you a lifetime of regret.

BUCKLE UP, VI! EVERY TRIP. EVERYONE. EVERY TIME!
Brought to you by the VI Office of Highway Safety
For more information, call 340-473-7383

Were you saved by the belt?

WE WANT TO HEAR YOUR STORY!

Sharing your story may save someone's life.
We can maintain your anonymity, if preferred.

CONTACT US TODAY!
VI Office of Highway Safety
Occupant Protection Program
Email: denise.gomes@vipd.vi.gov
Cell: 340-473-7383

Don't gamble with life!

BUCKLE UP, VI! EVERY TRIP. EVERYONE. EVERY TIME.
A message from the VI Office of Highway Safety

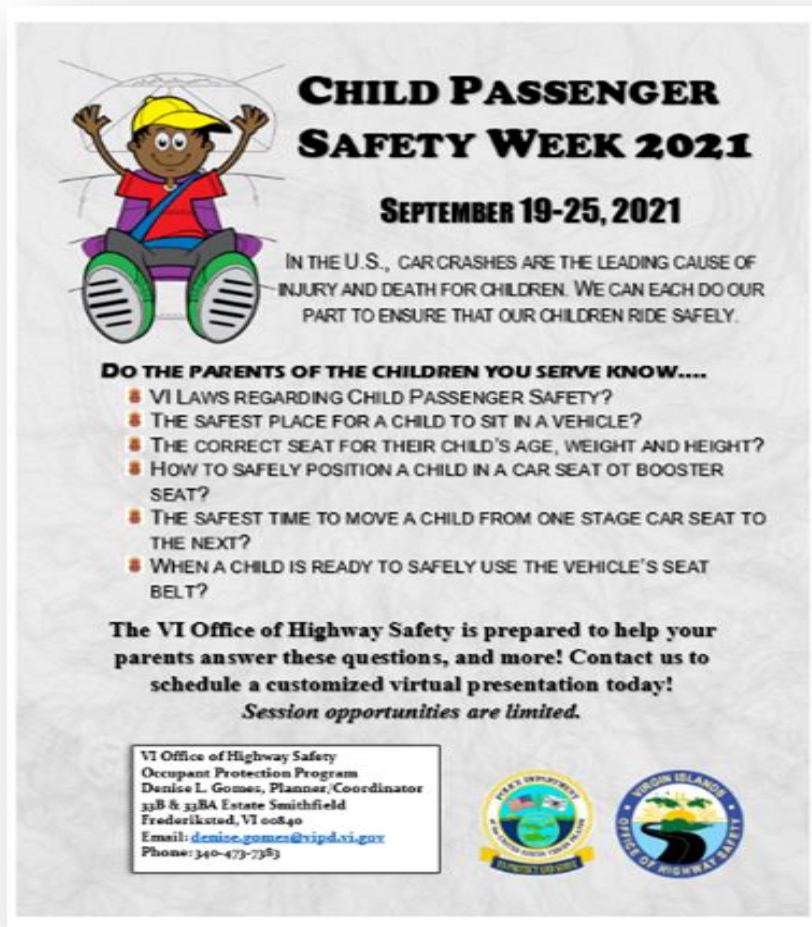
- VIOHS media campaign contracted to Simple Marketing includes print, radio, and video advertisements for the OP Program. Following approval of the project in the third quarter of FY2021, radio ads featuring local Quelbe band, Stanley and the Ten Sleepless Knights hit the airwaves, bringing much needed attention to the OP Program. In June, a catchy second radio jingle, “Click It or You’ll Get a Ticket” began rotation utilizing a familiar calypso melody. The OP Coordinator also worked with Simple Media in the development of the VIOHS website, providing content and input to the overall appearance and functionality of the site.
- VIOHS also contracted OP media services (video, audio, and social media) from The Strategy Group (TSG). TSG will create four video and audio ads addressing the identified OP at-risk groups. The first media product was completed in September 2021.
- Through news releases, the program educated and engaged the community on applicable VI laws and the safety benefits of consistently and correctly using seat belts and car seats. News releases were published in the St. Croix Avis, VI Daily News, VI Consortium, St. Croix Source and St. Thomas Source. New releases addressed the following OP related topics:
 - National Seat Belt Day (11/2020)
 - President’s Day Collaboration with Impaired Driving (2/2021)
 - Back to School CPS Awareness (3/2021)
 - Good Friday Collaboration with Impaired Driving (3/2021)
 - Buckle Up in Your Truck (4/2021)
 - VIPD Buckling Down on Bucking Up (4/2021)
 - Global Youth Traffic Safety Month (5/2021)
 - B-2-B from Coast-to-Coast (5/2021)
 - Virtual Car Seat Check Opportunity (6/2021)
 - Free Car Seats Boost Child Passenger Safety (6/2021)
 - Seat Belt Initiative Targets Teens (7/2021)
 - Office of Highway Safety – Alert Today, Alive Tomorrow this Labor Day (collaboration with the Impaired Driving program) (9/2021)

2021 CPS Week (September 19-25, 2021)

- The program provided four news releases for distribution through local media channels. The news releases were entitled:
 - VI Community Observes Child Passenger Safety Week
 - Virtual Seat Check Opportunity
 - Rear-Facing Car Seats Save Lives
 - Incorrect Seat Belt Use Poses Risks for Children
- Territorial day care centers and elementary schools were invited to participate in customized virtual presentations during CPS Week. Two programs – Early Head Start (STX, 20 participants) and New Testament Academy (STTJ, 7 participants) – scheduled

appointments for parent engagement sessions. The flyer on the right was circulated through email channels to solicit participation across the territory.

- Daily communications were circulated through VIPD Public Information Officer.to post on VIPD platforms. Each day’s posting consisted of an entry from the 5 Basic Steps to CPS and an accompanying display ad. The following topics were covered:
 - Day 1 – Know the USVI CPS Laws
 - Day 2 – Rear-Facing Car Seats
 - Day 3 – Forward-Facing Car Seats
 - Day 4 – Booster Seats and Seat Belts
 - Day 5 – CPS Safety Facts to Know



5 BASIC STEPS TO CPS

Virgin Islands Office of Highway Safety – Child Passenger Safety (CPS) Week
September 19-25, 2021

step 1 Know Our Territory's Laws

Keeping children safe on our roadways is so important that it is included in our VI Code. Do you know the occupant protection laws of the USVI?

VI Occupant Protection Laws

- All vehicular occupants, front and back seat, must wear an appropriate safety belt.
- Children under the age of 14 are required to sit in the rear seat of the vehicle.
- Passengers up to one year of age or at least 20 pounds must sit in a rear-facing child safety seat in the back seat of the vehicle.
- Children ages one to five and at least 40 pounds must sit in a forward-facing car safety seat in the back seat of the vehicle.
- Children between 40-80 pounds, less than 8 years of age and under 4'9" tall, must sit in a booster seat in the back seat of the vehicle.

VI Code, Title 20, Part II, Chapter 41, Section 466

BEST PRACTICE

Motorists with children should refer to their car seat's manual to determine the safest time to transition a child from one stage seat to the next. Although our law serves as a good guide for car seat use, it is safest to follow the weight and height specifications outlined on your seat as your child's development is unique.


Sure, you probably can afford the ticket, but are you willing to pay the ultimate price?

Car crashes are a leading cause of death for children in the U.S. (Centers for Disease Control)

KEEP OUR CHILDREN SAFE ON EVERY TRIP.

For more information about Child Passenger Safety, contact the VI Office of Highway Safety today!

VI Office of Highway Safety
Occupant Protection Program
Email: ospp@vihs.gov
Phone: 340-712-6073
Cell: 340-473-7383



Day 1

5 BASIC STEPS TO CPS


Virgin Islands Office of Highway Safety – Child Passenger Safety (CPS) Week
September 19-25, 2021

step 2 Rear-Facing Car Seats

"Babies should ride in rear-facing child seat in the back seat of a vehicle from birth to ages 2-4."
Centers for Disease Control (CDC)

VI Law

According to Title 20, Part II, chapter 41, section 466, subsection (b) of the Virgin Islands Code, "Passengers up to one year of age or at least 20 lbs. must be rear facing and placed in the outboard rear or center rear position of the motor vehicle."



Best Practice

As each child develops differently, motorists with children should refer to the child's car seat manual to determine the safest time to transition a child. Children should remain rear facing until their weight or height reaches the seat's maximum limits. For some seats, this could be up to ages 2-4. Refer to your car seat's manual to determine the weight and height limitations of your seat.

Do not be hasty in transitioning your child into a forward-facing seat. Rear-facing is the safest way to ride and can reduce the risk for injuries in a crash.


Why, you ask?

When a vehicle comes to a sudden stop or crashes, everything in that vehicle will continue to move in the original direction at the same speed. When an infant is facing forward, the head, the heaviest part of the body, will whip in a forward motion causing life-threatening injuries to the fragile, developing neck and spine. Facing an infant to the rear of the vehicle allows the force of the crash to be evenly spread across the infant's supported back.

Riding rear-facing in the back seat of a vehicle is the safest position for young children to ride.

For more information about Child Passenger Safety, contact the VI Office of Highway Safety today!

VI Office of Highway Safety
Occupant Protection Program
Email: ospp@vihs.gov
Phone: 340-712-6073
Cell: 340-473-7383



Day 2

At what age can a child safely ride in the front seat?



VI Law restricts children under the age of 14 from sitting in the front seat of a vehicle.

- The rear seat is the safest place
- A frontal airbag can cause serious damage to young bodies in a crash

All children must be belted or, if under age 8, in an appropriate child safety seat in the back seat of the vehicle

CHILD PASSENGER SAFETY WEEK
SEPTEMBER 19-25, 2021

BUCKLE UP, VI! EVERY TRIP. EVERYONE. EVERY TIME.



Why Rear-Facing Seats for Infants?



An infants' soft bones in the neck and spine could not sustain whiplash in a crash. Life threatening injuries result.

For rear facing infants, the force of a crash is spread evenly across the baby's back while the body stays in place. This reduces the risk of injury for the infant.

Leave a child rear-facing for as long as the weight and height limits of the car seat permit. This is the safest way to ride!

CHILD PASSENGER SAFETY WEEK
SEPTEMBER 19-25, 2021

BUCKLE UP, VI! EVERY TRIP. EVERYONE. EVERY TIME.



5 BASIC STEPS TO CPS

Virgin Islands Office of Highway Safety – Child Passenger Safety (CPS) Week
September 19-25, 2021

step 3 Forward-Facing Car Seats

Once your child outgrows the rear-facing seat, your child is ready to travel in a forward-facing car seat with a harness and tether.

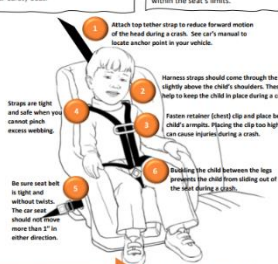
- National Highway Traffic Safety Administration

VI Law

According to Title 20, Part II, chapter 41, section 466, subsection (b) of the Virgin Islands Code, passengers one to five years of age and at least 40 lbs. shall use a forward-facing car safety seat.

Best Practice

As each child develops in a unique way, always refer to the weight and height limitations specified in the seat's manual to determine the best seat for your child. The child is safe in a seat if the child's height and weight fall within the seat's limits.




1. Attach top tether strap to reduce forward motion of the head during a crash. See car's manual to locate anchor point in your vehicle.
2. Harness straps should come through the seat at or slightly above the child's shoulders. These straps help to keep the child in place during a crash.
3. Buckle release (BVR) clip and place between child's knees. Placing the clip too high or low can cause injuries during a crash.
4. Position the child between the legs to prevent the child from sliding out of the seat during a crash.

Straps are tight and safe when you cannot pinch excess webbing.

Be sure seat belt is tight and without twists. The car seat should not move more than 1" in either direction.

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Day 3

CHILD PASSENGER SAFETY WEEK

SEPTEMBER 19-25, 2021

You sure I'm in the right car seat?

NHTSA.gov/TheRightSeat



NHTSA ad

BUCKLE UP, VI! EVERY TRIP. EVERYONE. EVERY TIME.



5 BASIC STEPS TO CPS

Virgin Islands Office of Highway Safety – Child Passenger Safety (CPS) Week
September 19-25, 2021


step 4 **Booster Seats and Seat Belts**

Transitioning your child to seat belt use too early can have devastating consequences. In a crash, a small child could be ejected from the seat belt. Seat belts are designed to keep adult bodies safe.

VI Law

According to Title 20, Part II, chapter 41, section 466, subsection (b) of the Virgin Islands Code, booster seats must be used by children who have outgrown their forward-facing seats according to manufacturer's specs, or for children between 40-80 pounds, less than 8 years of age, and less than 4'9" tall. Moreover, children under age 13 must sit in the vehicle's rear seat.


Booster Seats



Booster seats lift your child so that the seat belt fits as it would for an adult.

- ☑ The shoulder belt must cross the child's shoulder not the neck or face.
- ☑ The lap belt should cross the thighs, not the stomach.

Seat Belt Only




Your child is ready for a seat belt when

- ☑ Child can sit all the way back without slouching, bend legs at edge of seat and touch the floor with feet.
- ☑ Shoulder belt crosses the child's shoulder not the neck or face.
- ☑ Lap belt crosses over the thighs, not the stomach.

If you cannot check the boxes below, your child may be in the wrong seat. For safety's sake, do not change seats before your child is ready.

For more information about Child Passenger Safety, contact the VI Office of Highway Safety today!

VI Office of Highway Safety
Occupant Protection Program
Email: denise.gomes@vi.gov
Phone: 340-712-6073
Cell: 340-473-7383



↕ Day 4

5 BASIC STEPS TO CPS

Virgin Islands Office of Highway Safety – Child Passenger Safety (CPS) Week
September 19-25, 2021

step 5 **Know the Safety Facts**


Children grow up so fast. During this time, they rely on their caregivers to keep them safe. These car seat safety facts will help you to do just that!

Did You Know?

- Be sure to **register your car seat**. Registering your car seat will allow the manufacturer to communicate important safety and recall information.
- Car seats have an **expiration date**, which is typically 6 years after date of manufacture. After this time, the integrity of the seat may be compromised. Be sure to check and monitor the date on your child's seat. This information should appear on a sticker on the seat.
- Do not reuse a car seat that was involved in a moderate to major crash. In a moderate or major crash, there are significant damages to the car, damages to the door closest to the seat, passengers who sustained injuries, deployed air bags, and/or visible damage to the car seat. Car seats in moderate to major crashes should be completely disabled before disposition to prevent use.
- **Avoid using used car seats**. Do you know the expiration date? Was the seat involved in a major crash? Although using used seats may seem like a money saver, if you do not know the full history of the seat, a used seat could compromise your child's safety.
- **Never allow a child to ride with the seat belt behind the back or under the arm**. In a crash, the belt could cause serious internal injuries. If belt is uncomfortable, the seating is wrong.
- **Use mild soap and warm water to clean car seat and seat belt straps**. Harsh detergents like bleach eat away and weaken the straps.
- There is never a ride short enough for your child to ride without an appropriate restraint. **Buckle Up! Every Trip. Everyone. Every Time!**

For more information about Child Passenger Safety, contact the VI Office of Highway Safety today!

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Occupant Protection Program
Email: denise.gomes@vi.gov
Phone: 340-712-6073
Cell: 340-473-7383




↕ Day 5

Child Passenger Safety Facts to Know

- ✓ Infants should ride rear facing for as long as possible to protect their necks and spines in a crash
- ✓ Refer to the weight and height limits on your seat to determine the right time to transition your child.
- ✓ Wash straps with mild detergent and water. Harsh chemicals like bleach can weaken straps.
- ✓ The chest clip should rest between the child's armpits. Chest clips placed too high or low can cause injury in a crash.
- ✓ Seat belts may not secure child-sized bodies in a crash. The force of a crash can eject a small child from seat belt straps, causing injuries.
- ✓ Car seats expire approximately 6 years from manufacture date. Check your seat's date to ensure its integrity.
- ✓ Seats involved in a major crash should be completely disabled, disposed and replaced.
- ✓ Avoid buying used car seats, especially if you do not know the history of the seat.
- ✓ All children under age 14 must sit appropriately restrained in the back seat of the vehicle.

CHILD PASSENGER SAFETY WEEK
September 19-25, 2021

**BUCKLE UP, VI! EVERY TRIP.
EVERYONE. EVERY TIME.**



Is Your Child Seat Belt Ready?

Can your child...

- Sit all the way back on the back seat without slouching
- Bend knees at the end of the seat
- Touch floor with feet
- Use the shoulder belt correctly with it passing over **shoulder**, not neck or face.
- Use the lap belt correctly with it passing over **thighs**, not the stomach

When you can check **all five boxes**, your child is seat belt ready! Until then, use a child car safety seat appropriate for the age, weight, and height of your child.

CHILD PASSENGER SAFETY WEEK
SEPTEMBER 19-25, 2021

BUCKLE UP, VI! EVERY TRIP. EVERYONE. EVERY TIME.



Car Seat Distribution

In the absence of Certified CPS Technicians in the territory, the Coordinator created an online application process which included a training video (<https://youtu.be/sYWkmUzF1Hk>) composed of information and videos from reputable leaders in the field to include NHTSA, Kids Safe Worldwide, Children’s Hospital of Philadelphia, and the Centers for Disease Control (CDC). The 40-minute video was followed by a 10-questions assessment, on which applicant had to score at least a 70%. Upon completion of the three-step application, applicants were provided with an appointment to receive their seat.

As a part of the application process, applicants provided proof of income (evidence of SNAP access, WIC participation, Medicare, or two check stubs). Although income did not render an applicant ineligible, the data allowed the program to determine how many seats were distributed to economically-disadvantaged families. During the appointment, incorrect assessment responses were reviewed and discussed with applicants to ensure full understanding. Additionally, applicants signed a waiver releasing the Government of the Virgin Island, VIOHS and its agents from all liability associated with the use of the seat. This was determined to be a necessary step in the absence of CPS Technicians.

Applicants were also required to bring the child receiving the seat to the appointment so that the adult’s knowledge of child positioning and seat installation could be demonstrated. Applicants installed the seats in the presence of VIOHS staff who provided coaching, where necessary.

The OP program conducted a district-wide distribution event for the Car Seat Loaner Program on the islands of St. Thomas and St. John on July 1st and 2nd. Assisted by VIOHS team members, the Motor Carrier team, and the VI Fire Service personnel, the effort distributed 43 seats on St. Thomas and 16 seats in St. John, securing a total of 59 children under the age of 8. Seventy-seven percent of the families served during the distribution event were economically disadvantaged. Subsequently, an additional 12 seats were issued in the district, for a balance of 4 undistributed seat. In summary, 78% of the recipients in the St. Thomas/St. John district were economically disadvantaged.



Car seat distribution on St. John – Team VIOHS

Contributing significantly to the success of this initiative were VI Fire Services, who assisted with installation of the seats and provided the distribution venue on St. John, Native Son Ferry who transported 75 seats from St. Croix to St. Thomas, and American Legion Hall Post 90, for providing the venue with sufficient space and parking for the effort.

In the St. Croix District, car seat distribution was conducted on an on-going basis. The program distributed all 75 seats to families in need of a seat. Of the families receiving seats, 84% were economically disadvantaged.



Car seat distribution on St. Thomas

With no certified CPS Technicians on hand, applicants signed a wavier taking full responsibility for their children in the seats and releasing VIOHS and all participating parties from liability associated with the use of the seats. Additionally, participants completed an online training video and assessment prior to receipt of the seat.

The Coordinator formed a partnership with the VI Department of Human Services who purchased 150 seats of varying stages to be distributed through VIOHS. This will alleviate the ongoing need for seats during the COVID-19-imposed car seat shortage in the territory's retail outlets.

Fiscal Year 2022 Corrective Measures

- 1) Coordinator will work to form additional partnerships with community groups and organizations to increase opportunities for information distribution.
- 2) Maintain a strong media presence to keep OP safety as a community priority.
- 3) Create a coordinated activity plan for educational outreach and CPS clinics.

OCCUPANT PROTECTION PROGRAM
(Low Seatbelt Usage)
SECTION 405 (b)

Occupant Protection Teen Drivers Outreach Project

Awarded: \$45,517.00

Expended: \$36,101.64

§405(b)

The VIOHS joined with EZ Driving School in St. Croix to conduct the Teen Drivers Outreach Project. The initiative was designed to provide targeted interventions to drivers and passengers in this data-identified at-risk group. In addition to media efforts created to convince teens to consistently don seat belts when traversing the roadways, the initiative educated the community on the 2019 amendment to the VI Code which mandated seat belt use for back-seat passengers over the age of 14.

Objectives

- 1) Conduct survey to assess seat belt knowledge and participation rates in the community – pre- and post-initiative.
- 2) Educate the community on the 2019 amendment to the VI Code requiring seat belt compliance for all vehicle occupants, despite seating position.
- 3) Engage district youth in seat belt initiative through education and community outreach.
- 4) Create and distribute original, culturally relevant media products to educate the community on VI occupant protection laws and the physical and economic costs of noncompliance.

Results

The subrecipients created three original videos with their audio versions, which were circulated widely via social media platforms and on local radio stations.

- Video 1 (https://youtu.be/Q6D_julwdRc) sought to advise the community of the 2019 amendment to the VI Code which requires seat belt use by all passengers within a vehicle, despite seating position. In addition to spreading the message of occupant protection to teen drivers and their passengers, the initiative reached a broad spectrum of unaware Virgin Islanders who were previously unaware that seat belt use for back seat passengers was mandated by VI law. The initiative utilized well-known teens as cast members to increase relativity and interest for the young target group.
- Video 2 (<https://youtu.be/NfLQYQmyVYw>) was a heart-wrenching anecdotal account by a young man in his early twenties who recounted his personal experience in a car crash as a teen. He and his best friend were ejected from the back seat of the vehicle as they were not wearing seat belts. Although he escaped with broken ribs and other injuries, his best

friend did not survive. Both crash victims were known in the community, increasing relativity and interest.

- Video 3 (<https://youtu.be/g8wiG7Df1yg>) was a follow-up to the first video. The teen who was driving in the first video received two tickets for his unrestrained friends, which he had to present to his father. After the teen relayed the situation and the new law, his father retorted stating that the teen would be working around the house to absorb the cost of the tickets. This video expressed the financial cost of non-compliance while reminding viewers of the much higher cost of mortality.
- Additionally, to increase visibility and provide community outreach, the team engaged several high school students to encourage their peers, other drivers, and passengers to utilize seat belts. By holding up signs, chanting and handing out originally designed rack cards, the teens, donning safety vests and safely positioned on roadsides where traffic slows or stops, established their presence, and created a community buzz. Participants earned community service hours for their efforts and, through an informal survey, reported that their seat belt knowledge and safety awareness had increased.



Rack Card Front



Rack Card Back

- The EZ Driving School also erected original banners across the district and conducted a post-initiative survey to determine the impact of the media efforts.



Three Banners Created for Teen Outreach Project

On October 15, 2021, the VIOHS hosted the first subrecipient appreciation luncheon in the VI Port Authority’s Welcoming Center at the Henry E. Rohlsen Airport on St. Croix. During the brief ceremony designed to acknowledge the accomplishments of the FY 2021 subrecipients, EZ Driving School received one of three special recognition awards for the excellence in their efforts to promote teen safety in the St. Croix District. Remarks were provided by Project Coordinator, Carmen McAlpin-Clarke, who accepted the award on behalf of her team. Discussions were held to pursue a territory-wide initiative for FY 2022.





Fiscal Year 2022 Corrective Measures

- 1) Include the parents of teens in initiative communications as they play a significant role in teen seat belt compliance.
- 2) Expand initiative activities into the St. Thomas/St. John district to actively engage the district's teens and their parents.
- 3) Solicit the participation of VI Emergency Medical Services (EMS) and VIPD to offer their perspective and experiences in convincing teens to comply with the law by improving safety behaviors.

Occupant Protection Child Passenger Safety (CPS) Training

Awarded: \$22,219.76

Expended: \$0.00

§405(b)

The VIOHS provides annual Child Passenger Safety (CPS) Training for police officers, fire fighters, health care workers, and other community partners. Trained personnel become certified CPS Technicians with the most current industry knowledge for safe and effective use of child car restraint systems. Placed strategically throughout the community, these Technicians provide life-saving counsel and assistance to resident and visiting motorists.

Although VIOHS identified Certified Instructors to conduct training in the territory, the surge of COVID-19 delta variant cases during the planned training time prevented the sessions from occurring. Hence, there was no CPS Technician training conducted in the territory during Fiscal Year 2021.

Fiscal Year 2022 Corrective Measures

The lack of initiatives requires strong and swift action to include but not limited to the following:

- 1) Initiate training opportunities during first quarter of FY2022 to increase opportunities for community wide CPS support.
- 2) If COVID-19 health environment worsens, seek online training opportunities through Safe Kids Worldwide to avoid future COVID-19 obstacles.
- 3) Recruit formerly trained and new CPS Technicians to participate in the certification training and increase access in the community for car seat fitting advice and installation assistance.
- 4) Identify online CEU opportunities for Technicians in the VI to maintain certification status.

Occupant Protection Child Passenger Safety (CPS) Fitting Stations

Awarded: \$33,775.00

Expended: \$0.00

§405(b)

Fitting Stations are locations throughout the community where motorists can go to receive car seat fitting advice and installation assistance from certified CPS Technicians. Since there were no certified CPS Technicians in the territory, there were no active CPS Fitting Stations during FY 2021.

Fiscal Year 2022 Corrective Measures

The lack of initiatives requires strong and swift action to include but not limited to the following:

- 1) Establish at least ten Fitting Station territory wide.
- 2) Advertise Fitting Stations throughout the community to ensure that motorists are aware of the services available.
- 3) Coordinate opportunities for CPS Technicians to take these life-saving services into housing communities, schools, and other places with high concentrations of parents with young children.

CY 2021-2022 Observational Seat Belt Survey, USVI

Awarded: \$195,800.00

Expended: \$84,709.80

§402 & 405(b)

Encumbered: \$111,090.20

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

Objectives

- 1) Outsource the development and administration of the Annual Seat Belt Survey for calendar years 2021 and 2022.
- 2) Collect all raw CY data by September 30th of each contracted year and receive final report by December 31 of each CY.
- 3) Utilize survey generated data to identify trends and to develop district specific strategies to increase seat belt compliance and reduce crash-related injuries and fatalities.
- 4) Ensure that completion of the surveys adhere to the Final Rule Uniform Criteria established by the Secretary of transportation and that the measurements established accurately represent the belted vehicle drivers and front seat passengers on each of the three islands.
- 5) Conduct rear-seat compliance in follow-up to the 2019 amendment of the VI Code requiring seat belt compliance for all vehicle passengers, despite seating position.

Results

Much of the procurement delays will be avoided for the CY 2022 survey, as a two-year contract was secured. The procurement and contract drafting process was completed in the final quarter of FY 2021. The selected vendor conducted planned observations during September 2021. VIOHS anticipates receiving the preliminary and final data as scheduled.

Fiscal Year 2022 Corrective Measures

- 1) Complete data collection and contractor reporting before December 27, 2021.
- 2) Submit 2021 survey report by March 15, 2022.
- 3) Conduct CY 2022 data collection and reporting activities on schedule.

Occupant Protection Nighttime Enforcement St. Croix

Awarded: \$45,533.00 Expended: \$0.00 §405(b)

The VIOHS secured VI Port Authority as a subrecipient to conduct the activities associated with the OP enforcement project. However, due to COVID-19 health impacts on law enforcement personnel and a significant and unexpected manpower shortage, the agency was unable to conduct any enforcement activities during the fiscal year.

Fiscal Year 2022 Corrective Measures

The lack of initiatives requires strong and swift action to include but not limited to the following:

- 1) Coordinate with the LEL to reestablish strong partnership with the VI Police Department and secure their commitment to conducting VIOHS enforcement initiatives. Solicit VIPD Commissioner and/or Governor of the USVI, if necessary.
- 2) Identify opportunities to train VIPD officers and supervisors to ensure clear understanding on the required paperwork to ensure accurate recordkeeping and to expedite timely payment of overtime hours.
- 3) Solicit participation by outside law enforcement agencies to provide support to VIPD to alleviate issues of manpower shortage.

Occupant Protection Nighttime Enforcement St. Thomas/St. John

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- 2) Identify opportunities to train VIPD officers and supervisors to ensure clear understanding on the required paperwork to ensure accurate recordkeeping and to expedite timely payment of overtime hours.
- 3) Solicit participation by outside law enforcement agencies to provide support to VIPD to alleviate issues of manpower shortage.

**TRAFFIC RECORDS PROGRAM
SECTION 402**

Traffic Records Management Project, USVI

Awarded: \$232,106

Expended: \$144,894

\$402

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

Currently, VI TRCC members are:

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

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

Objectives

- ❖ To manage and monitor Traffic Records and other activities funded through VIOHS to ensure compliance with local and federal regulations.
- ❖ To analyze traffic record data to provide data-driven evidence of traffic record deficiencies.
- ❖ To provide technical assistance in project development and performance measures development to traffic records stakeholders where necessary.
- ❖ To create and maintain an official annual VIOHS Traffic Records statistics book
- ❖ To ensure at least 4 TRCC meetings are held before the FY22 Highway Safety Plan deadline of July 2021
- ❖ To manage and provide any necessary training to the Junior Analyst within the first month of hire
- ❖ To ensure all procurements are expended by FY2021 1st Quarter.

Results

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

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

The TA begun working on the USVI's Crash Stats booklet by utilizing crash data which is stored in ReportBeam's crash database. Crash data was analyzed to present statistics on various aspects of the crashes within the Territory including, but not limited to, crash occurrences, crash victim injury severities and crash contributing factors. The locations of the crashes would have been a major addition to the analysis, however, the current addresses on the crash report are not standardized and less than 5% of the crashes are geotagged.

Drafting the Performance Measurement Report and the Traffic Records Management section of the VIOHS annual report are responsibilities of the Traffic Analyst, of which, he successfully fulfilled during this quarter.

Technical assistance was provided to the sub-recipients of the Traffic Records Program by the TA throughout the fiscal year. The assistance came in the form of project & performance measurement development, grant writing and project evaluation. Externally, the Department of Health (DOH), Lieutenant Governor's Office (LGO), the Bureau of Motor Vehicle (BMV), the Virgin Islands Superior Court (SC), and the Department of Public Works (DPW) all received a form of technical assistance from the TA to aid with the development of the project application to the VIOHS. Internally, the VIOHS director and its various program coordinators were also helped in the development of the VIOHS activities and program specific initiatives.

The FY saw two TRCC executive meetings the first being held in December 2020 and the second in June 2021. The meetings was well attended and a representative for each of the Traffic Records System databases were present for both. The attendees also actively participated in the meeting by contributing their subject matter expertise to various discussions that ensued. In addition to the two executive meetings, several ad-hoc/project-focused meetings involving two or more executive members were held. Although four meetings were not held during the 12-months preceding the FY 2022 HSP deadline, the TRCC is on track for meeting this requirement in the upcoming FY due to numerous project-focused meetings that were held late in this fiscal year and the upcoming TR Assessment, Strategic Plan update and Integration Plan Development.

The TR Junior Analyst position remained vacant for majority of the fiscal year. The TA made several requests to the VIPD's Human Resources (HR) to have this position posted by the Department of Personnel. However, the HR did not respond to the TA's requests until late in the fiscal. In this response, the HR Department stated that the position will have to be renamed to TR Technician to be compliant with the union and exempt employees mandates. The position was filed in October 2021.

The TA participated in the following online and off-island training/workshops.

- ❖ Lifesavers Conference
- ❖ International Traffic Records Forum
- ❖ Governors Highway Safety Administration Annual Meeting
- ❖ Data Driven Approaches to Crime and Traffic Safety

For fiscal year 2021, the TR Program produced seven project applications that were submitted to the NHTSA with five of them being successfully approved for funding. The approved projects were the BMV/VI Courts Systems Integration, Geographically Information & Location Data Systems (GIS) Modernization, EMS Data Support, TR Strategic Plan Development, and the e-Citation Projects. The e-Citation project was approved for two fiscal years, 2021 and 2022, while the VIOHS was granted no-cost extensions by NHTSA for all the other TR projects except for the GIS Modernization project. The extension was requested because these projects experienced delays that pushed their timelines back for months. The delays were caused by the manpower shortages across the Government of the Virgin Islands (GVI) agencies brought on by the Covid-19 pandemic and the changes that the Department of Property & Procurement were making to the procurement processes of the GVI.

Fiscal Year 2022 Corrective Measures

- 1)** Utilize the upcoming the traffic records program assessment to identify problems within the TRS and aid the TRCC with the prioritization of its improvement.
- 2)** Begin recording meeting minutes for ad-hoc/project focused TRCC meetings in addition to the executive meeting minutes which are currently being documenting.
- 3)** Assist the TRS data custodians with developing performance measures for measuring their respective data quality using the 6 data attributes (Accuracy, Completeness, Timeliness, Uniformity, Accessibility, and Integration).
- 4)** Continue providing technical assistance to current and potential sub-recipients of the TR program.
- 5)** Hire several new outlets to assist with notifying the public with the availability of

TR funds.

Traffic Records e-Citation Project, USVI

Awarded: \$838,852 Encumbered: \$674,490 §FAST Act 402

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

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

Objectives

- ❖ To finalize the MOA between the GVI and Iowa DOT for the license for TraCS
- ❖ To provide a minimum of 3 weeks of training for law enforcement officers to effectively utilize TraCS for crash reporting and issuing citations.
- ❖ To identify a project management for the fulfillment of the project.
- ❖ To migrate all historical crash data from Report Beam to TraCS.
- ❖ To development performance measures to track to crash and citation data quality
- ❖ To purchase a cloud-based server to act as a backup to the physical server.
- ❖ To develop a plan for the integration of the core databases of the TRS.

Results

The e-Citation project is approved for FY 2021 and 2022. However, movement within the project has been slow because the next step of the project is heavily reliant on the procurement of TraCS - the e-Citation/e-Crash software. The MOA to obtain the licensing for the software has not been established yet because of issues both the GVI and the IOWA DOT were having with certain wording. By the end of the fiscal year, the contract was being reviewed by the vendor's legal team and it is anticipated that the contract will be finalized before the end of December 2021.

While VIPD was waiting on the contract, their IT Department went ahead and successfully installed 16 mobile routers in 16 of the traffic patrol vehicles across the Territory. These mobile routers will allow to the officers operating the vehicles to access the internet while on patrol. The IT Department has recently acquired servers through a contract with Omni Systems for hosting several databases within the VIPD and these are the servers which will be utilized to host TraCS.

Additionally, an RFP was sent out to the public in October 2021 to solicit proposal from subject matter experts to assist the VIPD/VIOHS with the managing the e-Citation project and developing a strategic plan for integrating the databases of the TRS. While the MOA for TraCS will require the vendor to provide “train the trainer” training to VIPD, the contracted project manager will be responsible for ensure all necessary law enforcement officers are also trained.

Fiscal Years	Expenditures	Obligations
2019	\$427,057	\$0.00
2020	\$311,189	\$0.00
2021	\$0.00	\$674,490

\$738,246	\$674,490
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Fiscal Year 2022 Corrective Measures

- 1) Ensure MOA is finalized before the end of the first quarter of FY 2022.
- 2) Include the duties of the project management into the duties of the contractor hired for the integration plan development.
- 3) Develop and track of data quality performance measures for the crash and citations.
- 4) Collaborate with the LGO-GIS Division for the importation of the USVI’s mapping files into TraCS.
- 5) Publish an RFP for contracting a vendor to assist with the cleaning of historical crash data and its migration from ReportBeam to TraCS.

Geographical Information System Location Data Collection Project, USVI

Awarded: \$59,678

Expended: \$54,942

\$402

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

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

Since the data collector will have cellular connectivity, the collected data will be actively uploaded and stored in a Master Address Repository (MAR) which will be integrated to readily be accessible to external systems, databases and applications that uses location data such as Report Beam, VIPD's crash database, or their upcoming e-Citation software, TraCS. Having standardized addresses in the Virgin Islands will allow police officers to more accurately record where crashes occurred. Because the addresses will auto-populate when the coordinates are entered.

Objectives

- To purchase upgraded handheld data collectors.
- To purchase upgraded and higher resolution the satellite imagery for the USVI.
- To purchase and upgrade the hardware which the USVI Geographical Information Platform (GIP) is housed.
- To tag 38,500 data point across the Territory.
- To store and maintain all collected data in the Master Address Repository
- To train and provide VIOHS staff on the operations of the GIP

Results

This fiscal year makes the second consecutive year that the LGO-GIS Division has partnered with the VIOHS. In addition to continuing last year's project goals of standardizing the addresses across the territory's urban area, the office also aimed at modernizing the GIS infrastructure by upgrading both their software and the hardware. By the end of this fiscal year, the LGO-GIS Division was still waiting on the delivery of the workstations which is a part of this project. The project also includes providing the TA with access to their GIS platform and training on how to operate the platform.

However, a number of GVI agencies recently fell victim to a malware attack which led to the LGO losing access to their GIS database and caused a delay in VIOHS's access to the GIP. The training was also delayed because the major hardware which was purchased were experiencing shipping delays.

The department has completed the tagging of all the urban areas across the Territory they had proposed. The proposed areas were apart of their pilot program, and they remainder of the Territory will be included in their street addressing project funded through FEMA. This project will include the same tagging process along with the placement of street name signage.

Fiscal Year 2022 Corrective Measures

- 1) To provide access and training to the VIOHS staff on the operations of the GIP
- 2) To increase data sharing capabilities for the GVI agencies and related organizations.
- 3) Move into the final phase of the project which involves plotting parcels across the entire Territory and installation of signage containing street names.

BMV/ Superior Court System Integration Project, USVI

Awarded: \$116,525

Encumbered: \$98,516

\$402

Integration of the traffic records data systems is pivotal to the improvement of the data's value to its users. This means the TRCC will have to conduct a situational analysis on the traffic records data systems to help identify common data elements and further opportunities for integration between systems.

During FY 2021, the Superior Court of Virgin Islands and the Bureau of Motor Vehicle started working to integrate the citation/adjudication, driver, and vehicle data systems. This integration will lead to more effective enforcement of driver liens and management of driver points after traffic offense dispositions. After the VIPD's TraCS software is online, this project will also allow for the integration between TraCS, BMV's driver and vehicle systems, and the VI Courts' system.

Objectives

- To integrate the VI Courts' Case Management System (CMS) with the BMV's Driver and Vehicle Systems.
- To decrease the amount of time it takes for the BMV to receive dispositions in the drivers and vehicle records from approximately 30-days to real-time.

Results

The integration between the VI Courts' citation & adjudication system, and the BMV's driver/vehicle systems marks the start of integration between the TRS databases. Although the project started late in the fiscal year, the project managers was able to complete the linkage between the systems before the end of the fiscal year. This linkage between the system provides seamless transfer of citation disposition from the VI Court's case management system to the BMV's driver/vehicle data systems. Since citation information are available in real-time the BMV can conduct a search against the Court's records for outstanding liens on vehicles during re-registration.

The BMV submitted a separate project application which is a follow up to this Integration project and it involves them upgrading their system's capabilities so that it can collect, store, and manage problem driver points as outlined by the VI Code. Subsequently, the application was submitted to NHTSA by the VIOHS, but it was later withdrawn because further discussion and feedback was needed from the BMV.

Fiscal Year 2022 Corrective Measures

- 1) Review and implement the project for the improvement of the BMV's system to aid with the effective management of the VI problem driver point system.
- 2) Incorporate the recommendations from the 2022 traffic records program assessment into next phase of this project.
- 3) Following the installation of TraCS, begin work towards integrating the crash data system with the citation & adjudication, driver, and vehicle systems.

Emergency Medical Services Data Support Project, USVI

Awarded: \$173,596

Expenses: \$6,667

Encumbered: \$29,015

\$402

The Department of Health Office of Emergency Medical Services (VIEMS) provides out of hospital emergency care to patients with traumatic injuries and medical emergencies from initial 911 call to dispatch, field response, transport, and transfer to the Emergency Room. The VIEMS continuously aims to improve on their operational procedures, process flows, medical charting system and the quality of injury surveillance data that they gather. The partnership between VIEMS and the VIOHS was re-established during this fiscal year after being dormant since FY 2017.

Objectives

- To improve the accuracy, completeness, and timeliness of the Electronic Patient Care Reports (ePCR).
- To provide the VIOHS with key data elements gathered from the ePCR for analysis.
- To provide re-certification training to the VIEMS staffers.
- To maintain the licensure and update the validation rules of the VIEMS reporting system, emsCharts.

Results

Since the approval month of the EMS project, the Data Manager has reminded consistence with providing the VIOHS with the agreed EMS run data every month. As of September 2021, the project has been successful in procuring the consultant services to update their electronic patient care reporting system validation rules and paying its maintenance fees. The project manager and the consultants has already discussed the details of the validations rules they want to implement, and the consultants has started developing the flow chart for navigating the rules. Additionally, the consultants will be assisting the VIEMS with cleaning up the ePCR database.

The re-certification training has experienced delays because the vendor must obtain a Virgin Islands business license before they are allowed to work in the Territory. The vendor has already submitted all the necessary documents to the Department of Licensing and Consumer Affairs to obtain a business license, however the case is still pending on the department's website.

The project manager submitted a justification letter seeking approval to purchase the equipment that are a part of the project and the DPP disapproved the letter due to inconsistencies on the quotes provided. The EMS team are working on getting updated quotes

to resubmit the justification letter.

Fiscal Year 2022 Corrective Measures

- 1) Continue to assist the vendor for the recertification training in getting them a VI business license.
- 2) Revise and resubmit justification letter for approval to purchase all the equipment that are a part of the project.
- 3) Continue to submit the monthly EMS run data to the VIOHS.
- 4) Although the performance period for the FY 2021 was granted an extension to September 30, 2022. The VIEMS will be submitting a formal project application for FY 2022 to seek additional funding.

Traffic Records Strategic Plan Development, USVI

Awarded: **\$92,960**

Encumbered: **\$81,659**

§402

The USVI has been overdue for a reinvigoration of strategic planning and thinking strategically for the future. Therefore, the TRCC received funds to contract a vendor that specializes in transportation planning and design to develop an updated Traffic Records Strategic Plan (TRSP) for the Territory. The updated TRSP will cover multiple years and updated annually with the purpose of providing a blueprint for measuring progress towards advancing the accessibility, accuracy, completeness, timeliness, and uniformity of the Virgin Islands TRS and strengthening the TRCC program. It will also aim to provide agencies with a common basis for moving ahead with TRS upgrades, integration, and data analysis required to conduct highway safety analyses in the Territory. The completed TRSP will be based on the recommendations of the latest Traffic Records Assessment and will also adhere to the description and criteria outlined in the latest edition of the Traffic Records Program Assessment Advisory.

Objectives

- To develop a strategic plan to guide the improvement of the VI TRS and assist with the prioritization of these improvements.

Results

A request for proposal (RFP) was developed and published in the media to alert interested firms to submit their proposals to undertake the task of updating the VI's TRSP. Cambridge Systemics, Inc. has since been selected through the GVI's RFP process and a contract is currently being established. It is anticipated that the contract will be finalized, and the work will commence during the first quarter of fiscal year 2022.

Fiscal Year 2022 Corrective Measure(s)

- 1) Since the development of the TRSP is anticipated to be completed in 3rd quarter of FY 2022, the TRCC will utilize this plan and the recommendations from the 2022 traffic records program assessment to tackle projects that are low-hanging fruits for next fiscal year.

POLICE TRAFFIC SERVICES PROGRAM
SECTION 402

Police Traffic Services Program Management

Awarded: \$123,280.00 Expended: \$ 94,091.55 \$402

The Police Traffic Services (PTS) program is developed and implemented based on the evaluation of highway safety problem identification and data trends within the US Virgin Islands for impaired and distracted driving, occupant protection and speed enforcement. PTS is developed through evaluation of data, trends, population and high-risk areas with high crashes, injuries, and fatalities. The program is guided by data, problem identification, managed and monitored for effectiveness. The key objective of PTS is to promote highway safety compliance, education, awareness, and reduction in fatalities, injuries, crashes, and traffic violations in high-risk areas through data-driven high visibility enforcement in accordance with the Highway Safety Plan.

The vacant position of the Law Enforcement Liaison (LEL) contributed to the inefficiency of the Police Traffic Services program. This position serves as a highly visible component that is responsible for creating, monitoring, and ensuring a seamless enforcement plan which encompasses and combines all enforcement efforts and training opportunities under a single program. There were no identified personnel responsible for encouraging law enforcement to participate in traffic safety initiatives. Furthermore, there was no appointed personnel to ensure that there were long and short-range program planning, grant development, budget development and oversight. The new LEL came on board in the third quarter of Fiscal Year 2021, June 7, 2021.

Objectives

- ❖ To coordinate, monitor and attend enforcement initiative activities to ensure effectiveness, efficiency, and compliance of the overall objectives of the Highway Safety Plan (HSP).
- ❖ To utilize specifically trained officers and equipment to use data-driven enforcement planning to enforce traffic laws and reduce crashes.
- ❖ To develop an enforcement plan which will encompass the enforcement efforts of VIOHS
- ❖ To coordinate and attend monthly meetings with identified law enforcement entities, VIPD Traffic Bureaus and Region 2 LEL Cohort.
- ❖ To coordinate the Standardized Field Sobriety Training (SFST) for the VIPD Traffic Bureaus.

Results

These planned activities are in alignment with the Highway Safety Plan and ranged from Impaired Driving, Speeding, and Occupant Protection. In addition to enforcement, partnerships were formed, the PTS management project was revamped, new programs were launched under the NHTSA umbrella, trainings and conferences were attended, and it all ended with a heartfelt gratitude of thanks and appreciation to our sub-recipients, staff, and volunteers.

❖ Enforcement Initiatives & Monitoring

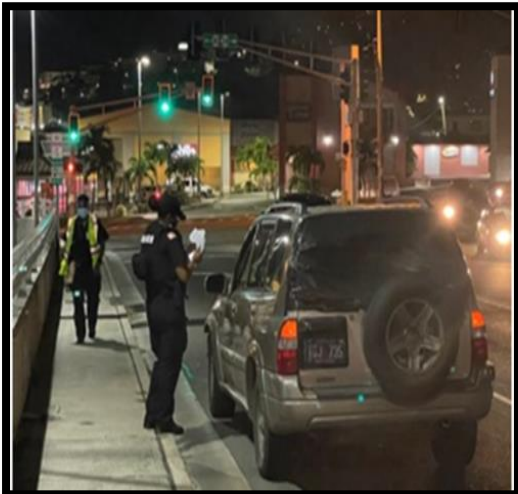
The PTS Coordinator and the Law Enforcement Liaison **monitored a total of nine (9) enforcement initiatives** in the last quarter of Fiscal Year 2021. These planned activities are in alignment with the Highway Safety Plan and ranged from Impaired Driving, Speeding, and Occupant Protection. VIOHS continues to promote collaboration with the traffic safety partners, including law enforcement to enforce traffic safety laws and to promote awareness of driving impaired and traffic safety on the road. One of the goals for PTS is to ensure that both districts execute the initiatives uniformly and with the same resources, policies, and procedures. Checkpoints must be highly noticeable and thoroughly publicized. The checkpoints are very critical to ensure officer safety, motorist safety, and other passers-by safety.

☞ August 2021 (5 Total)

- Two (2) on St. Thomas
- Three (3) on St. Croix

☞ September 2021 (4 Total)

- One (1) on St. Thomas
- Three (3) on St. Croix



Highway Safety Plan Activities

☞ Planned Activity – 21-IDESTT/STJ-402PT

- St. Thomas/St. John Impaired Driving Enforcement Initiatives
- National Enforcement Mobilization
 - August 23-25 and August 30 – September 1
- Labor Day Enforcement
 - September 3 – 5, 2021

☞ Planned Activity – 21-IDESTX-402PT

- St. Croix Impaired Driving Enforcement Initiatives
- National Enforcement Mobilization
 - September 1-6, 2021

☞ Planned Activity – 21-OPESTX-PT1

- St. Croix Occupant Protection Enforcement Initiatives
- Child Passenger Safety Week
 - September 1-6, 2021

❖ Trainings, Conferences, Webinars

Attended various virtual and in-person trainings, webinars and conferences ranging from cyber security to LEL growth and development. Received training in verifying and submitting enforcement supporting documents and report: how to verify citations, reviewing the enforcement summaries, overtime timesheets, directed patrol activity sheets, ensuring that all after action and progress reports are accurate and relative to each initiative period, developing the operational plan, cross referencing the miscellaneous reports to the timesheets, and updating the VOLPE tool.

☞ Conferences

- 2021 Virtual National JOL/LEL/TSRP Professional Development Conference
 - August 9 – 13, 2021
 - Virtual Conference
- 46th Annual Governor’s Conference on Highway Safety Conference
 - August 17 – 19, 2021
 - Virtual Conference
- 2021 GHSA Annual Meeting
 - September 11-15, 2021
 - In Person Conference

☞ Trainings/Webinars (Certificates Received)

- Mental & Medical Conditions that Mimic Intoxication (Virtual)
 - July 20, 2021
- Introduction to Information Security

- July 14 2021
- IADLEST – Traffic Safety Courses
 - Part 1: Data Driven Strategy Basics (July 9, 2021)
 - Part 2: DDACTS 2.0 in Action (July 9, 2021)
 - Part 3: Connectivity; how to connect your data (July 16, 2021)
 - Part 4: Everything Tables & Linking (July 21, 2021)
- Micro Nano Introduction to Information Security
 - August 10, 2021
- Developing and Delivering Relevant and Impactful Traffic Safety Messages (*No Certificate*)
 - August 2, 2021
- Introduction to Pedestrian and Bicycle Safety Program Management
 - August 30, 2021
- Micro Nano Introduction to Information Security
 - September 7, 2021

❖ **Attendance at the GHSA 2021 Annual Meeting**

The GHSA 2021 Annual Meeting was held in Denver, Colorado from September 11 – 15, 2021. The theme of the meeting was Moving Mountains: Forging a New Traffic Safety Landscape. The central discussion was equity in traffic safety and within the GHSA leadership. In addition, emphasis was placed on the three Es for successful programs, initiatives, and traffic safety: engineering, education, and enforcement. This was my first GHSA annual meeting and it was very insightful. Meeting new people and being able to network with them was a great resource for me and I really enjoyed this conference. Working with highway safety is a big responsibility and I feel really humbled to be a part of this esteemed group of professionals that are all working toward the same goal.



❖ **Website Development**

VIOHS is currently in the process of building a website. Each program coordinator was involved in this process and was tasked with preparing a descriptive narrative of their respective

program inclusive of a description, data, target groups, and how it relates and benefits to highway safety for content and placement on the website. Feedback was also provided about the layout, design, and content of the website. Trainings will be provided on an ongoing basis.

❖ **Partnership with USVI Walkability Institute**

The Virgin Islands Office of Highway Safety (VIOHS) expressed an interest to partner with the VI Walkability Institute (VIWI) to promote pedestrian safety and educate the territory about walkable communities, and the progress and contributions that VIWI has made in the territory. This invitation was well received and welcomed. It is the hope that this joint initiative will remain year-round and not just in the month of October (Pedestrian Safety Month), with informational sessions, community outreach, other agency partnerships, conducting road and pedestrian surveys, and collecting data to track and analyze progress and program effectiveness. A Walkability Summit has been tentatively scheduled for the latter part of January 2022.

❖ **Participation in Region 2 Law Enforcement Liaison (LEL) Conference Calls**



Participated in two (2) monthly LEL conference calls held via Zoom. During these calls, Rich Simon, the Region 2 Administrator provides updates, as well as Ray Davis, Region 2 Law Enforcement Liaison. In addition, each LEL in NHTSA Region 2 reports what they are currently doing in their district, any challenges, and upcoming projects. Other information is also shared with the cohort, new introductions (if any) and guest speakers/presentations from respective Highway Safety programs. Topics and discussion range from new traffic safety laws to first responder traffic fatalities.

❖ **VIOHS Program Coordinators Peer Review Evaluations**

Completed evaluations of each VIOHS program sub-recipient application for Fiscal Year 2022: Occupant Protection Management, Child Passenger Safety Fitting Stations, Child Passenger Safety Training, Impaired Driving Management, Traffic Records Management, and Planning and Administration. The sub-recipient applications are the foundations for each respective management program and the execution of it thereof. Each program coordinator assesses each sub-recipient application and provides the evaluation and feedback to the respective program coordinator.

❖ **VIOHS Occupant Protection – Car Seat Loaner Program**

Assisted and attended the 2021 CPS Event on St. Thomas and on St. John. Worked with VIOHS staff, VI Fire Department personnel and the Motor Carrier Unit to assist recipients with receiving their car seats, fitting their children in the car seats, completing their waivers and their manufacturer’s warranty card. This initiative is coordinated by the Occupant Protection Program and managed by VIOHS.

❖ **Coordination and Participation in Traffic Bureau Meetings**

Coordinated and participated in approximately five (5) meetings with both Traffic Commanders to discuss training opportunities, enforcement initiatives, issues, and challenges, and recognizing the efforts of the officers. If meetings were cancelled for unforeseen circumstances, contact was made directly with each Commander to follow-up on anything outstanding. On two occasions, meetings were held with Commander Joseph on St. Croix, and we discussed upcoming training opportunities, met with some of the staff, and we discussed enforcement initiatives. Because Commander Bess was out on leave, contact was made by phone to discuss the same. In at least two of these online meetings, Director O’Neal, Shannon Trice, Regional Program Manager, and Ray Davis, Region 2 LEL Representative were present.

❖ **VIOHS Appreciation Luncheon**

VIOHS organized, planned, and held an appreciation luncheon for our sub-recipients, volunteers, and employees. The event was held on Friday, October 15, 2021 from 11 am – 2 pm at the VI Port Authority Cruise Lounge at the Henry E. Rohlsen Airport on St. Croix.



❖ Launching of Pedestrian Safety Month (PSA)

NHTSA launched the first Pedestrian Safety Month in October 2021. VIOHS followed suit and launched it in the Territory as well. Two press releases were distributed that announced NHTSA and VIOHS' initiative, provided tips for pedestrians, and driving safety tips for pedestrians. The information was also shared on VIPD's social media platforms: Facebook, Twitter, Instagram, as well as throughout VIPD on the digital messaging boards.



VIRGIN ISLANDS POLICE DEPARTMENT

Office of the Police Commissioner

Contact: Toby Derima
Telephone: (340) 642-9310
Email: toby.derima@vipd.vi.gov
Website: www.vipd.gov.vi
Twitter: @VirginIslandsPD
Facebook: www.facebook.com/VIPoliceDept
Instagram: @VIPoliceDept
Press Release#: 10-12-2021-01

For Immediate Release
October 12, 2021

PRESS RELEASE

October is Pedestrian Safety Month

U.S. VIRGIN ISLANDS – This October, the National Highway Traffic Safety Administration (NHTSA) and the Virgin Islands Office of Highway Safety (VIOHS) announces the first National Pedestrian Safety Month with the goal of increasing awareness about pedestrian safety and reminding drivers and walkers that staying safe is a shared responsibility.

Here are some safety tips for pedestrians:

1. Walk on sidewalks whenever they are available. If one is not available, walk facing traffic and as far from traffic as possible.
2. Always keep alert; do not be distracted by electronic devices that take your eyes (and ears) off the road.
3. Whenever possible, cross streets at crosswalks or intersections, where drivers expect pedestrians, and look for cars in all directions, including those turning. If neither are available, locate a well-lit area where you have the best view of traffic. Wait for a gap in traffic that allows enough time to cross safely and watch for traffic as you cross.
4. Be visible at all times. Wear bright clothing during the day and wear reflective materials or use a flashlight at night. Never assume a driver sees you. Make eye contact with drivers as they approach to make sure you are seen.
5. Watch for cars entering or exiting driveways or reversing in parking lots.

This October, and throughout the year, let us work together to keep everyone safe on the roads.

###

All individuals listed as arrested or charged with a crime in this press release are presumed innocent until proven guilty in a court of law.

The Bryan-Roach Administration is investing in the Territory's people, infrastructure and future through transparency, stabilizing the economy, restoring trust in the government and ensuring that recovery projects are completed as quickly as possible. Visit transparency.vi.gov.

Fiscal Year 2022 Corrective Measures

The success of the Police Traffic Services Program is dependent upon the relationships between the VIOHS and the VIPD, and other law enforcement agencies which conduct enforcement. The key to enforcement of laws is readily available and trained officers. The planning and monitoring of program activities, initiatives and enforcement coupled with engaging and educating the traffic bureau staff and will also promote productivity and program effectiveness and efficiency. Improving the convenience for officers to issue citations will encourage enforcement initiatives. For FY2022, the goals of the LEL in direct relation to the Police Traffic Services Program will be geared towards building and fostering a better working relationship with the Traffic Bureaus and law enforcement agencies in the territory; help promote and enhance local and national highway safety programs, initiatives, and campaigns; work with other VIOHS coordinators to be more visible in VIPD and the community, and ensuring productivity, efficiency, and effectiveness throughout the program. In addition, building on personal knowledge, skills, and abilities to become a more versed LEL.

- ☞ To coordinate and attend one (1) or more meeting(s) per quarter with the VIPD Traffic Bureau, Training Bureau, and other Law Enforcement Agencies to build relationships, plan enforcement initiatives and provide training opportunities.
- ☞ To monitor at least two (2) approved PTS projects and correlated enforcement initiatives per quarter.
- ☞ To attend all approved virtual and in-person trainings and conferences each quarter for growth and development as the LEL
- ☞ To work with the Public Information Officer (PIO) to issue at least one (1) press release per quarter relative to a PTS program that is recognized by NHTSA, to bring awareness to the community.
- ☞ To assist the Training Academy with coordinating Standardized Field-Sobriety Training (SFST), and At-Scene and Advanced Traffic Crash Investigation Training for the officers.

Impaired Driving Overtime Enforcement – St. Croix

Awarded: \$182, 530.31

Expended: \$110,973.17

§402

The project aims to deter alcohol-impaired drivers who are more likely to drive at a higher speed and be involved in a motor vehicle crash. The sobriety and traffic safety checkpoints are a valuable tool for law enforcement's continued efforts to remove impaired drivers and unsafe vehicles off the roadway. The Virgin Islands Police Department (VIPD) will be deployed between the hours of 8:00 p.m. to 12:00 a.m. every day during the defined enforcement period of July 3-05, 2021, and August-September totaling 64 high-visibility checkpoints instead of 10:00 p.m. – 2:00 a.m. On **August 6th**, the Governor's 26th Supplemental Executive Order of COVID-19 restrictions that alcohol sales and service will conclude at 11:00 p.m. (<http://www.vi.gov/executive-orders/>).

Objectives

- ☞ To reduce the number of injuries related to impaired driving crashes by eight-point three percent in our community during the project period.
- ☞ To conduct at least 85% of our enforcement at high crash locations at high crash times, decreasing crashes caused by drivers who are driving impaired during the project period.
- ☞ To increase the number of press releases, radio talk shows, and brochures distributed.

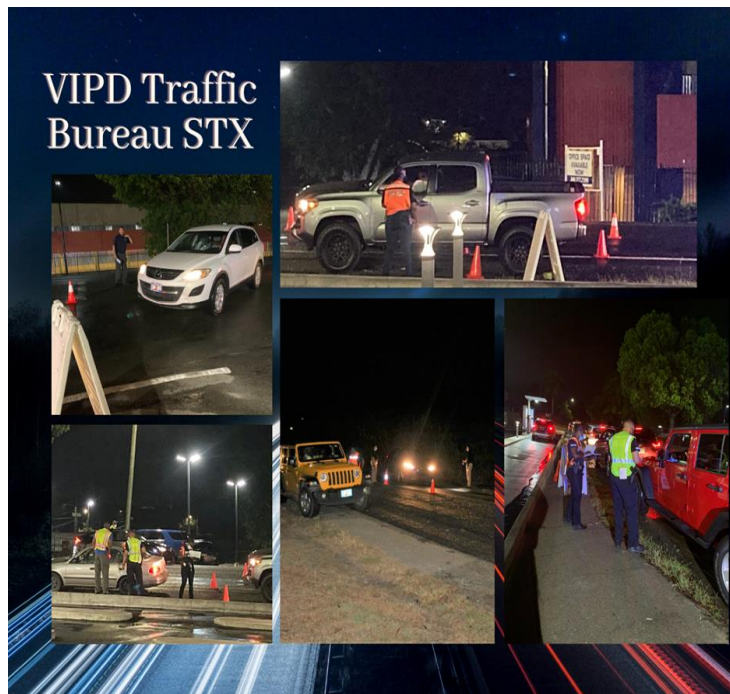
Results

The Traffic Commander interchanged from Sgt. Heyliger to Sgt. Joseph and was willing to work with VIOHS. The project was approved by NHTSA on June 29, 2021, in time for the first enforcement initiative scheduled for the 4th of July weekend. Sgt. Joseph completed 43 of the 64 planned mobilizations with three arrests, two of which were DUI. The Coordinator monitored four enforcement initiatives with the Law Enforcement Liaison and provided **540** impaired driving brochures to Officers to educate the motorist.

Upon receipt of NHTSA's approval, the Coordinator contacted the Traffic Commander, Sgt. Arthur A. Joseph Sr. via phone stated that the Chief's Office assigned an initiative slated for the 4th of July weekend. Sgt. Joseph could not fulfill the agreed-upon dates as it is last minute due to personnel and planning. As such, the enforcement initiative began on August 15 to September 30, 2021. The Impaired Driving Overtime Enforcement initiatives yielded the following citations;

Infraction	Total Citations
Seatbelt	1
Child Safety Seats	1
Tint	18
Registration	96
Insurance	64
Cell Phone	3
Stop Sign	1
Driver License	78
Other Citations	92
Total Interventions	2,246
Total Arrests	3
Total DUI Arrests	2
Total Citations	155

The results and the dates the enforcement activities conducted were incredible from the approved/proposed activities. The checkpoints are designed to curb and decrease the total amount of alcohol-related crashes by 8.33%. The other objective was to facilitate community engagement through public awareness, brochures, radio talk shows, and community event participation. The officers were able to provide a total of 530 impaired and distracted driving that consists of DUI. A Crime, Impaired Driving - Drunk, Drugged, Drowsy... Dangerous! Impaired Driving - It's Not Worth The Risk; and Alcohol, Other Drugs & Driving - A Deadly Combination! The VIPD PIO Toby Derima publicized the enforcement initiative territorially to the following radio stations WSTX FM, WTJX FM, JKC Stations, St. Claire Williams (WAXJ FM).



Fiscal Year 2022 Corrective Measures

Although the initiatives were not conducted throughout the entire fiscal years until the last quarter of the fiscal year despite the novel coronavirus (19-nCoV) pandemic, was successful in deterring impaired drivers in the motoring public and with the Governor's Executive Order to close the bars at 12 a.m. A dire need for improvement in the following areas will be addressed below:

- ☞ The appointed new traffic Commander, Sgt. Arthur A. Joseph Sr. who's eager to work with the VIOHS and keep our roadway safe.
- ☞ The hiring of a new Law Enforcement Liaison (LEL) in the last quarter of FY 2021 to bridge the communication between VIOHS and VIPD.
- ☞ The LEL will complete project preparation and submission with the VIOHS staff's assistance upon receipt of the operational plan to ensure project development for an expeditious evaluation and approval from NHTSA's Region 2 Office.
- ☞ The enforcement initiatives conducted utilized officers from other bureaus certified in SFST. Officer shortage is always an issue, so to augment the deficit, the VIPD Commissioner (Governor's Representative) has dedicated Traffic Bureau Sergeant on the island of St. Croix to ensure that enforcement activities are executed.

The Coordinator discussed the upcoming FY 2022 enforcement efforts in preparation for the FY 2022 Highway Safety Plan. Sgt. Joseph stretched the importance of ensuring he has the necessary staffing in the Traffic Investigation Bureau of a minimum of eight (8) officers assigned to the unit and prepare for a total of four (4) initiatives, two (2) Occupant Protection day and nighttime, impaired and distracted driving. The scheduled FY 2022 enforcement initiatives are as follow:

- ☞ Distracted Driving to be conducted between the hours of 6 a.m.-10 a.m.
 - ☞ Impaired Driving Enforcement
 - ☞ Occupant Protection
 - ☞ Occupant Protection Nighttime Enforcement

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

Awarded: \$69,064.24

Expended: \$22,430.12

\$402

The project was developed to organize enforcement activities in high crash areas to reduce alcohol-impaired driving incidents; facilitate community engagement through public information announcements, brochures, and radio talk shows. The planned checkpoints will deter and detect impaired drivers within St. Thomas/St. John District. The Virgin Islands Office of Highway Safety (VIOHS) will partner with the Virgin Islands Police Department (VIPD) to conduct Public Service Announcements (PSAs). At the checkpoints, VIPD personnel will distribute informational material to educate the motoring public about impaired driving; none were provided. The scheduled enforcement time was between the hours of 10 p.m. to 2 a.m.; however, the enforcement initiatives were conducted between 8 p.m. to 12 a.m. The initiatives were not completed as scheduled due to personnel shortage and delayed supplies of citation books. VIPD was unable to execute enforcement initiatives in the St. John district. Deputy Chief Vivianne Newtown expressed interest and was provided with all required approved documents. However, enforcement activities were not conducted. The processing of supplies this fiscal year was challenging and resulted in slow delivery of the ordered items.

Objectives

- ☞ To conduct 85% of our enforcement at high crash locations at high crash times, decreasing crashes caused by drivers who are driving while impaired.
- ☞ To reduce impaired driving crashes by 32% in our community from 37 to 25 crashes.
- ☞ To reduce the probability of impaired driving fatalities by targeted enforcement.
- ☞ To reduce the number of injuries related to impaired driving when compared to 2020; or maintain the level reached in 2020.
- ☞ Collaboration and Community Engagement: To increase the number of amount of press releases, radio talk shows, and brochures distributed

Results

The St. Thomas/St. John Impaired Driving Enforcement grant project proposed to conduct 23 days of initiatives in conjunction with NHTSA's national mobilizations from May to September 30th. The enforcement initiatives successfully yielded ten of the 23 planned mobilizations, conducted on May 28-29, July 2-4, August 13-14, and September 3-5, 2021.

Traffic Commander Lt. Bess and his team did not conduct the scheduled initiatives on June 18-20, 2021 due to illnesses, and reduced staffing. The Impaired Driving Overtime Enforcement initiatives yielded the following citations:

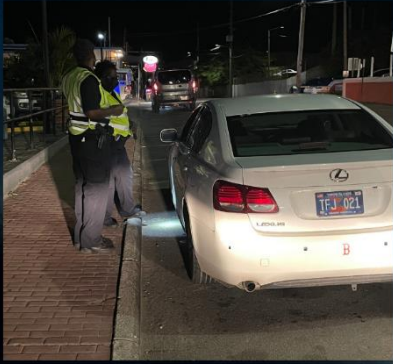
Infraction	Total Citations
Seatbelt	53
Child Safety Seats	3
Tint	132
Registration	25
Insurance	33
Cell Phone	2
Driver License	61
Other Citations	77
Total Interventions	431
Total Arrests	3
Total Citations	817

Fiscal Year 2022 Corrective Measures

Although the initiatives were not conducted throughout the entire fiscal year despite the novel coronavirus (19-nCoV) pandemic and lack of participation, was successful in deterring impaired drivers in the motoring public. It is essential for the improvement of the following areas addressed below:

- ☞ The LEL will complete project preparation and submission with the VIOHS staff’s assistance upon receipt of the operational plan to ensure project development for an expeditious evaluation and approval from NHTSA’s Region 2 Office.
- ☞ Communication, training, and an intervention by the USVI Governor representative are needed to convey to the VIPD Traffic Commanders and Police Operations is necessary to get enforcement revitalized in the territory.
- ☞ Reaching out to law enforcement agencies and private companies through contractual services provides the enforcement component if VIPD remains unresponsive and challenged by workforce shortages.

VIPD Traffic Bureau STTJ



Occupant Protection Enforcement Police Traffic Services (PTS) – St. Croix

Awarded: \$45,532.50 Expended: \$0.00

\$402

The VIOHS secured VI Port Authority as a subrecipient to conduct the activities associated with the OP enforcement project. However, due to COVID-19 health impacts on law enforcement personnel and a significant and unexpected manpower shortage, the agency was unable to conduct any enforcement activities during the fiscal year.

Fiscal Year 2022 Corrective Measures

The lack of initiatives requires strong and swift action to include but not limited to the following:

- 1) Coordinate with LEL to reestablish strong partnership with the VI Police Department and secure their commitment to conducting VIOHS enforcement initiatives. Solicit VIPD Commissioner and/or Governor of the USVI, if necessary.
- 2) Identify opportunities to train VIPD officers and supervisors to ensure clear understanding on the required paperwork to ensure accurate recordkeeping and to expedite timely payment of overtime hours.
- 3) Solicit participation by outside law enforcement agencies to provide support to VIPD to alleviate issues of manpower shortage.

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- 2) Identify opportunities to train VIPD officers and supervisors to ensure clear understanding on the required paperwork to ensure accurate recordkeeping and to expedite timely payment of overtime hours.
- 3) Solicit participation by outside law enforcement agencies to provide support to VIPD to alleviate issues of manpower shortage.

**MEDIA COMMUNICATIONS PROGRAM
SECTION 402**

Media Communications Program Management – USVI

Awarded: \$361,741

Expended: \$91,217

\$402

Encumbered: \$270,524

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

Simple submitted project applications for all sections of the Media Communications program section of the HSP – all five sections. The approval for all five projects was approved in April. The contractor will identify and target all residents and visitors in April 2021. Simple’s plan was to use timely and relevant communication strategy and media campaigns to address education and issue reminders about impaired driving, occupant protection, police traffic services, and high visibility initiatives. A variety of mediums will be used to accomplish the proposed solutions.

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

Results

The contractor was able to successfully present VIOHS with a viable plan manage the program in FY2021. The VIOHS was presented with sample logo designs, story boards for the Impaired Driving and Occupant protection programs, and the planned number of radio, television and print spots for each program.

- Drafting and submission of the media communication projects – management, Impaired Driving, Occupant Protection, Police Traffic Services and High Visibility Enforcement for FY2021.
- Completion of the logo revision for the VIOHS

- Completion of the VIOHS website for VIOHS
- Linking of social media platforms to the VIOHS website
- Finalized development of storyboards into ads by the end of the second quarter
- Finalized schedule of the run times and placement of the television, radio and print ads by the end of the second quarter.
- Monthly meetings with VIOHS to ensure the campaigns are adhering to contract agreements.

Because of the challenges of COVID-19 on the scheduling and production of video messages, there were no videos produced by the contractor during FY2021.

Fiscal Year 2022 Follow up Measures

- + Continued distribution of radio ads, and development of video ads.
- + Placement of billboard safety messages promoting all aspects of traffic safety
- + Collaborate with DPW to place pole advertisements along high traffic roadways and highways.
- + Development of PSAs using community leaders.
- + Development of a full time position for a media specialist/public information officer to manage the social medial platforms, perform website updates, and liaise with the VIPD and the federal partners to better promote the message of traffic safety.

List of Acronyms

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

VIOHS - NHTSA REIMBURSEMENT - FY 2021

VOUCHER #	PERSONNEL	FRINGE	SUPPLIES	TRAVEL	PROFESSIONAL SERVICES	EQUIPMENT	INDIRECT	TOTAL EXPENSES	PROJECT NAME	NHTSA REIMBURSEMENT AMOUNT
1	\$ 16,153.89	\$ 8,322.44					\$ 3,965.17	\$ 28,441.50	TRMAN	\$28,441.50
2	\$ 12,478.90	\$ 5,754.01					\$ 2,953.73	\$ 21,186.64	IDMAN	\$21,186.64
3	\$ 20,572.22	\$ 5,987.65					\$ 4,302.70	\$ 30,862.57	PTSMAN	\$30,862.57
4	\$ 46,768.32	\$ 17,796.92					\$ 10,459.57	\$ 75,024.81	PA	\$75,024.81
5	\$ 16,158.04	\$ 7,180.80					\$ 3,780.89	\$ 27,119.73	OPSMGR	\$27,119.73
6					\$ 1,863.75		\$ 301.93	\$ 2,165.68	PA	\$2,165.68
7	\$ 12,359.63	\$ 5,795.73		\$ 275.00			\$ 2,985.72	\$ 21,416.08	IDMAN	\$21,416.08
8	\$ 13,857.02	\$ 7,742.63		\$ 275.00			\$ 3,543.69	\$ 25,418.34	TRMAN	\$25,418.34
9	\$ 8,006.59	\$ 2,495.71		\$ 1,515.22			\$ 1,946.84	\$ 13,964.36	PTSMAN	\$14,000.36
10	\$ 14,736.95	\$ 8,019.24	\$ 2,000.00	\$ 275.00			\$ 4,055.05	\$ 29,086.24	OPSMGR	\$29,086.24
11	\$ 24,464.15	\$ 12,372.82		\$ 1,811.62			\$ 6,261.07	\$ 44,909.66	PA	\$44,909.66
12	\$ 4,963.90	\$ 1,564.15					\$ 1,057.54	\$ 7,585.59	PTSMAN	\$5,173.07
13	\$ 16,190.67	\$ 9,041.02		\$ 248.52	\$ 922.80		\$ 4,277.29	\$ 30,680.30	TRMAN	\$30,680.30
14	\$ 14,807.70	\$ 6,882.58	\$ 1,870.00				\$ 3,816.77	\$ 27,377.05	IDMAN	\$27,377.05
15	\$ 17,193.07	\$ 9,355.78	\$ 8,998.66	\$ 1,150.00			\$ 5,945.00	\$ 42,642.51	OPSMGR	\$42,642.51
16	\$ 27,611.59	\$ 14,448.05	\$ 1,113.68	\$ 197.62	\$ 3,953.00		\$ 7,666.48	\$ 54,990.42	PA	\$54,990.42
17					\$ 400.00		\$ 64.80	\$ 464.80	OPSSBS	\$424.80
18						\$ 44,345.30	\$ 7,183.94	\$ 51,529.24	VIGIS	\$51,529.24
19	\$ 15,653.83	\$ 6,951.57		\$ 4,279.80	\$ 550.00		\$ 4,444.50	\$ 31,879.70	IDMAN	\$31,879.70
20	\$ 17,081.92	\$ 8,977.60		\$ 2,994.14	\$ 22,885.64		\$ 8,414.17	\$ 60,353.47	TRMAN	\$60,353.47
21	\$ 20,599.92	\$ 10,074.08		\$ 5,194.36			\$ 5,810.67	\$ 41,679.03	PTSMAN	\$41,679.03
22	\$ 18,175.47	\$ 9,318.95	\$ 31,998.00	\$ 907.89	\$ 8,878.41		\$ 11,223.15	\$ 80,501.87	OPSMGR	\$80,501.87
23	\$ 19,288.78	\$ 9,052.63	\$ 262.52	\$ 3,274.84	\$ 16,212.50		\$ 7,790.79	\$ 55,882.06	PA	\$55,882.06
24					\$ 2,936.93		\$ 475.78	\$ 3,412.71	VIGIS	\$3,412.71
25	\$ 4,960.00		\$ 367.92		\$ 10,860.62		\$ 2,622.54	\$ 18,811.08	OPHRP-TD	\$18,811.08
26			\$ 1,910.38				\$ 309.48	\$ 2,219.86	IDYAP	\$2,219.86
27			\$ 1,398.36				\$ 226.53	\$ 1,624.89	IDESTT/STJ	\$1,624.89
28	\$ 5,555.55	\$ 425.00			\$ 18,989.00		\$ 4,045.07	\$ 29,014.62	TRDCC	\$29,014.62
29					\$ 72,500.00		\$ 11,745.00	\$ 84,245.00	OPSSBS	\$84,245.00
30	\$ 16,632.30	\$ 1,272.37					\$ 2,900.56	\$ 20,805.23	IDESTT/STJ	\$20,805.23
31	\$ 88,715.16	\$ 6,786.71					\$ 15,471.30	\$ 110,973.17	IDESTX	\$110,973.17
32	\$ 14,880.00						\$ 2,410.56	\$ 17,290.56	OPHRP-TD	\$17,290.56
33					\$ 60,500.00		\$ 9,801.00	\$ 70,301.00	COMMGMGT	\$70,301.00
34					\$ 9,000.00		\$ 1,458.00	\$ 10,458.00	OPMMGMGT	\$10,458.00
35					\$ 9,000.00		\$ 1,458.00	\$ 10,458.00	IDMMGMGT	\$10,458.00
36 (12)										\$2,412.52
36 (17)										\$40.00
	\$ 487,865.57	\$ 175,618.44	\$ 49,919.52	\$ 22,399.01	\$ 221,452.65	\$ 44,345.30	\$ 165,175.28	\$ 1,184,775.77		\$ 1,184,775.77