

Virgin Island's Office of Highway Safety



Fiscal Year 2018 Annual Report

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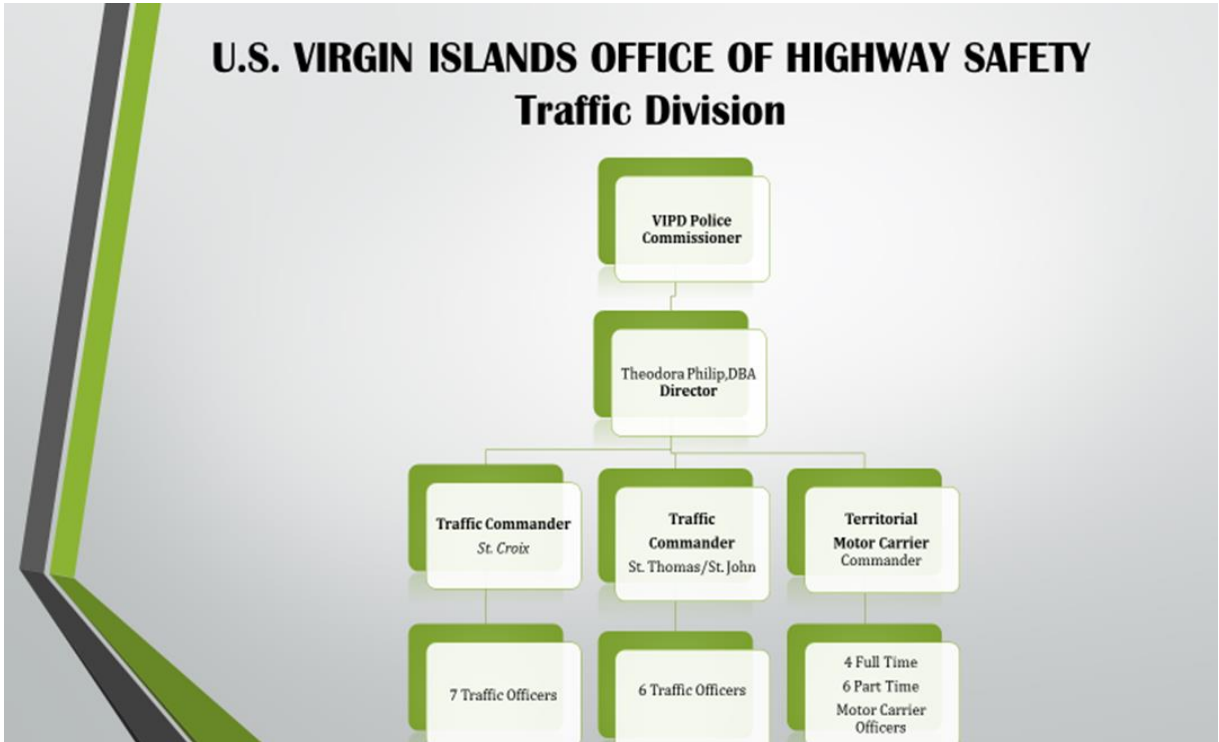
Introduction

Established by the Government of the Virgin Islands (GVI) in accordance with the Highway Safety Act of 1966, the Virgin Islands Office of Highway Safety (VIOHS) denotes 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. A task which experienced unforeseen challenges during fiscal year 2018 as roadways throughout the territory suffered extensive damages as a result of Hurricane's Irma and Maria which occurred on September 6th and 19th of 2017. Rated among the strongest hurricanes to reach landfall within the Caribbean Region, the Category 5 disturbances destroyed the territory's infrastructure, slowing and in some instances, halting government and private sector operations for an extended period. Declared a *Presidential Disaster*, the U.S. Virgin Islands currently remains under a *State of Emergency as of December 31, 2018*.



Guided by a renewed mission of improving highway safety territory-wide through the development, promotion, and implementation of educational outreach campaigns; enforcements and community-directed alliances, the VIOHS embarked on outreach efforts throughout the community following the onboarding of the new director in July of 2018. Driven by an objective to alter the behavioral patterns among the territory's motoring public, outreach efforts included both the VIOHS's coordinators as well as officers within the traffic division.

Virgin Islands Police Department- VIOHS' Hierarchical Chart



A Year In Review...FY 2018 Virgin Islands Highway Safety Program

The Virgin Islands Office of Highway Safety experienced a variety of challenges during fiscal year 2018. Challenges following the onset of two category five hurricanes within a two-week period occurring at the latter end of fiscal year 2017. An unfortunate event which halted the VIOHS' operations for over five months and continued to have a lingering effect on the office's ability to accomplish scheduled initiatives as planned throughout the fiscal year. Affected by an inability to seamlessly utilize basic communications, access consistent electricity, and navigate the procurement process for services among agencies, departments, and vendors – the VIOHS endured a period of stagnancy for the first two quarters of the fiscal year. Exacerbated by the inaccessibility of the fiscal year 2018 budget until March of 2018, and the departure of the program's director which also occurred in March 2018; the VIOHS further endured several setbacks prior to the installation of a new director in July of 2018. Similar to the rebuilding efforts of the Territory, the VIOHS underwent a change in management, reorganization of the current staff, and a transformation of service offerings reflective of the program's true intent – to mitigate the risks of serious injuries and fatalities on the Territory's roadways through activities and initiatives directed towards altering the behavioral patterns among the motoring public of the U.S. Virgin Islands.

This annual report provides an assessment of the program's Fiscal Year 2018 Highway Safety Plan, to include the accomplishments, progress towards meeting performance targets, and applied measures to correct noted deficiencies within the Virgin Islands Highway Safety program during fiscal year 2018 (October 1, 2018 – September 30, 2019).

Key Accomplishments in Fiscal Year 2018

- ❖ The successful procurement of critical components to proceed with the implementation of the Traffic and Criminal Software System (TraCS).
A data collection, records, management and crash reporting software, TraCS links data input and provide unified access across seven agencies within the Government of the Virgin Islands.
- ❖ In 2018, the Virgin Islands seat belt use rate increased by 4.84% - from 79.10% to 83.94%.
- ❖ Funded a team of dedicated police officers for traffic units per district.

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. A mission which was tested greatly throughout fiscal year 2018 as the program's sole source of enforcement, the Virgin Islands Police Department (VIPD) suffered a loss of manpower through resignations and relocation following the 2017 hurricane season; all available officers were placed on mandatory 12-hour shifts to curb the shortage and remain on this mandated schedule presently; and the program's budget remained unavailable for the first two quarters of the fiscal year.

As a result of these shortcomings, the VIOHS embarked on innovative mediums and the creation of alliances with community groups and organizations to educate the motoring public during the latter end of fiscal year 2018. Outreach efforts to include police presence at disabled traffic lights at integral hours of the morning and evening served as an ongoing deterrent to reckless driving; constant communication across the radio waves following the restoration of the territory's main communication's outlet served as a source of information and outlet to promote traffic safety from the VIOHS' traffic commanders and the VIPD's public information officer who maintains an on-air radio presence; and meetings were held with the leadership of the Bureau of Motor Vehicles (BMV) to gain perspective on the influx of external aid organizations, vehicles and personnel from various parts of the United States who were utilizing the territory's roadways as efforts to rebuild the infrastructure continued.

Despite these efforts, the VIOHS' was unable to achieve the performance targets for such measures as traffic fatalities, serious injuries in crashes, and unrestrained passenger vehicle occupant fatalities during fiscal year 2018.

U.S. VIRGIN ISLANDS
FISCAL YEAR 2018 ANNUAL REPORT
PERFORMANCE REPORT ON CORE MEASURES

Core Performance Measures	Five-Year Moving Average	Target FY 2018	Actual FY 2018	Status
Traffic Fatalities	11	10	14	<i>Target Not Met</i>
Serious Injuries in Traffic Crashes	14	13	15	<i>Target Not Met</i>
Unrestrained Passenger Vehicle Occupant Fatalities	2	1	6	<i>Target Not Met</i>
Alcohol Impaired Driving Fatalities	2	1	3	<i>Target Not Met</i>
Speeding Related Fatalities	4	3	2	<i>Target Met</i>
Motorcyclist Fatalities	3	2	1	<i>Target Met</i>
Unhelmeted Motorcyclist Fatalities	0	0	0	<i>Target Met</i>
Drivers Age 20 or Younger involved in fatal crashes	1	0	0	<i>Target Met</i>
Pedestrian Fatalities	3	2	1	<i>Target Met</i>
Bicyclist Fatalities	0	0	1	<i>Target Not Met</i>

The U.S. Virgin Islands reported a total of 5,420 (6% increase) collisions for fiscal year 2018. One thousand, nine hundred and twenty-four crashes (1,924) occurred within the district of St. Croix while the remaining three thousand, four hundred and ninety-six (3,496) collisions occurred within the district of St. Thomas/St. John. Of the reported crashes, fourteen (14) resulted in fatalities.

According to data acquired from the Emergency Medical Services Division of the Department of Health, fiscal year 2018 fatalities comprised the following:

- 9 Drivers
- 1 Passenger
- 1 Pedestrian
- 1 Motorcycle
- 1 bicycle
- 1 Commercial Motor Vehicle Operator

Of the reported fatalities, four (4) of the drivers, one (1) motorcycle operator and one (1) passenger died within the district of St. Croix; while the district of St. Thomas/St. John identified the reported fatalities of five (5) individuals in the driver position, one (1) pedestrian, a bicyclist and the unfortunate demise of the operator of a commercial motor vehicle while tending to an issue on the outside of his vehicle.

A categorical listing of all reported crashes has been outlined in the table below.

FISCAL YEAR 2018 CRASH STATISTICS			
ST. THOMAS			
<i>Collision Classification</i>	<i>Total Collisions</i>	<i>Injuries</i>	<i>Fatalities</i>
Vehicles	3,011	534	5
Pedestrians	49	48	1
Bicycles	5	4	1
Motorcycles	20	14	0
CMV's	240	6	1
TOTAL	3,325	606	8
ST. CROIX			
Vehicles	1,794	360	5
Pedestrians	21	15	0
Bicycles	5	3	0
Motorcycles	6	3	1
CMV's	98	5	0
TOTAL	1,924	386	6
ST. JOHN			
Vehicles	162	21	0
Pedestrians	2	2	0
Bicycles	0	0	0
Motorcycles	3	1	0
CMV's	4	0	0
TOTAL	171	24	0

Despite a drastic increase in unrestrained passenger vehicle occupant fatalities, the preliminary seatbelt user rate for calendar year 2018 reported an increase of 4.84% (*see table below*). The VIOHS' fiscal year 2018 goal was to increase the seatbelt usage rate of front-seat outboard occupants in passenger vehicles by 4.5% of the 5-year moving average to 80%. The preliminary percentage displayed an increase of 5% beyond the targeted usage rate.

CORE BEHAVIOR MEASURES	2012	2013	2014	2015	2016	5-Year Moving Average	2018 Goal	2018 Actual
Observed Seat belt rate for passenger vehicles. Front Seat Outboard Occupants.	77.9%	76.8%	66.1%	82.7%	79.1%	76.5%	80.0%	83.94%

<i>CORE ACTIVITY MEASURES</i>	2012	2013	2014	2015	2016	5-Year Moving Average	2018 Actual
Number of Seatbelt Citations Issued During Grant Funded Enforcements	258	102	472	1279	943	611	1103
Number of DUI Arrests Made During Grant Funded Enforcements	0	2	16	0	13	6	1
Number of Speeding Citations Issued During Grant Funded Enforcements	N/A	509	N/A	5	9	121	2

- The fiscal year 2018 seat belt citations include approximately twenty-two (22) child safety seat citations issued during grant-funded enforcement activities.
- In fiscal year 2018, there was only one (1) arrest during grant-funded enforcement activities. This unfortunately represents a decrease of 92% in comparison to fiscal year 2016. However, non-grant funded initiatives utilizing the Standardized Field Sobriety Tests conducted territory-wide during fiscal year 2018 resulted in sixty-three (63) non-grant funded DUI arrests within the district of St. Croix and twenty-two (22) non-grant funded DUI arrests within the district of St. Thomas/St. John.

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.

Program specific goals comprising ten (10) core performance measures, one (1) behavior measure, and three (3) activity measures were established in the VIOHS Fiscal Year 2018 Highway Safety Plan. Goals for the upcoming fiscal year was then established based on the cumulative average of a 5-year trend. Throughout the fiscal year, the VIOHS utilized Report Beam as the sole statistical source to gather data relevant to these performance measures which was then cross-referenced to data received through formed alliances with fellow GVI partners to include the Department of Health, the Superior Court, and the Virgin Islands Police Department.

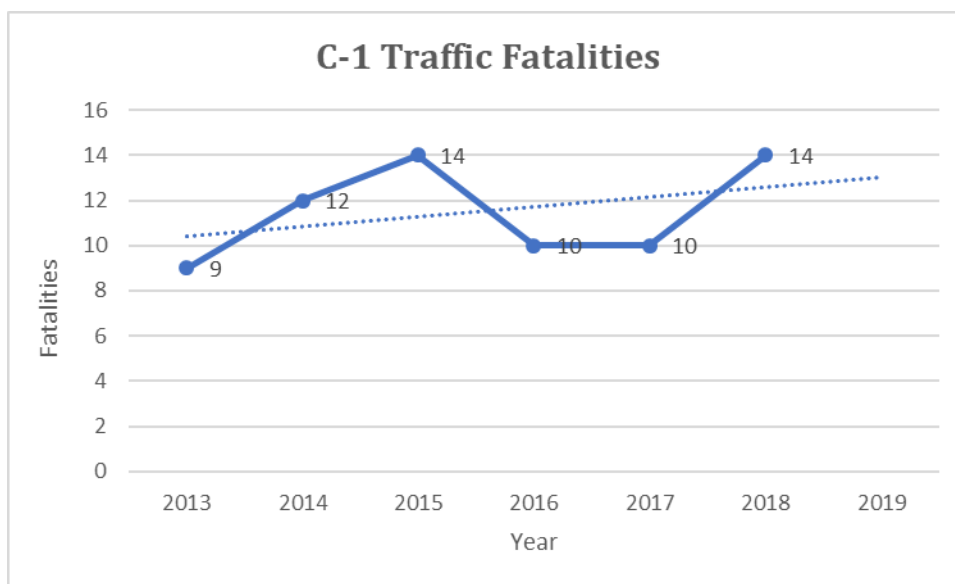
To assess the measurement of performance for FY 2018, correlational data amassed from GVI partners was used to test the validity of the received data and evaluate the performance of selected countermeasures. Based on such factors as *readiness, coordination and feasibility* as established through the program's HSP, the following represents the outcome of the efforts of the Virgin Islands Office of Highway Safety for fiscal year 2018.

C-1. *Reduce the number of traffic fatalities*

Goal: Maintain the number of traffic fatalities in 2018 at or below 10 territory-wide.

Number of traffic fatalities in fiscal year 2018: 14

Status: Fiscal Year 2018 performance measure was not met.

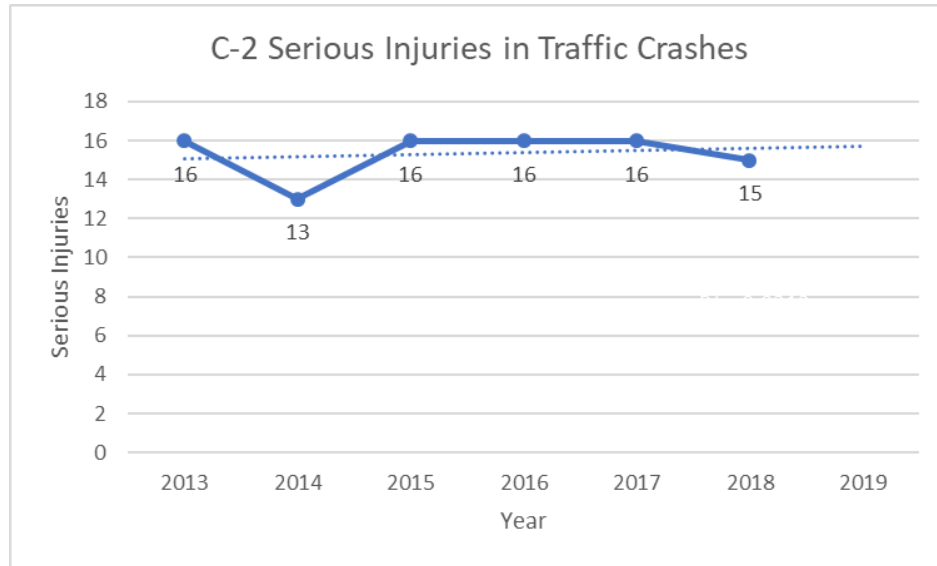


C-2. Reduce the number of serious injuries in traffic crashes

Goal: Maintain the number of serious injuries in traffic crashes in 2018 at or below 13 territory-wide.

Number of serious injuries in traffic crashes in fiscal year 2018: 15

Status: Fiscal Year 2018 performance measure was not met.

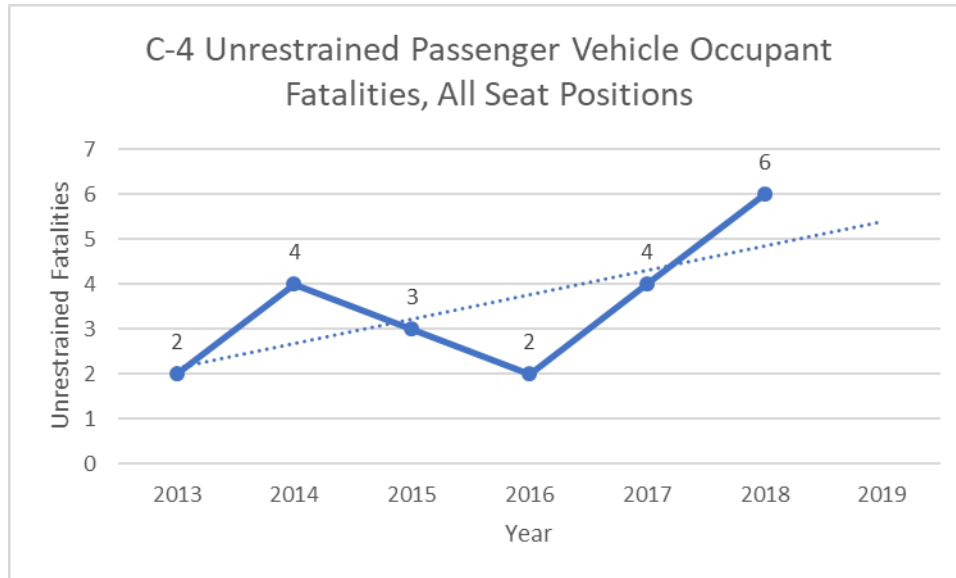


C-4. Reduce the number of unrestrained passenger vehicle occupant fatalities. (all seat positions)

Goal: Reduce the number of unrestrained passenger vehicle occupant fatalities in 2018 to one (1).

Number of unrestrained passenger vehicle occupant fatalities in fiscal year 2018: Six (6).

Status: Fiscal Year 2018 performance measure was not met.

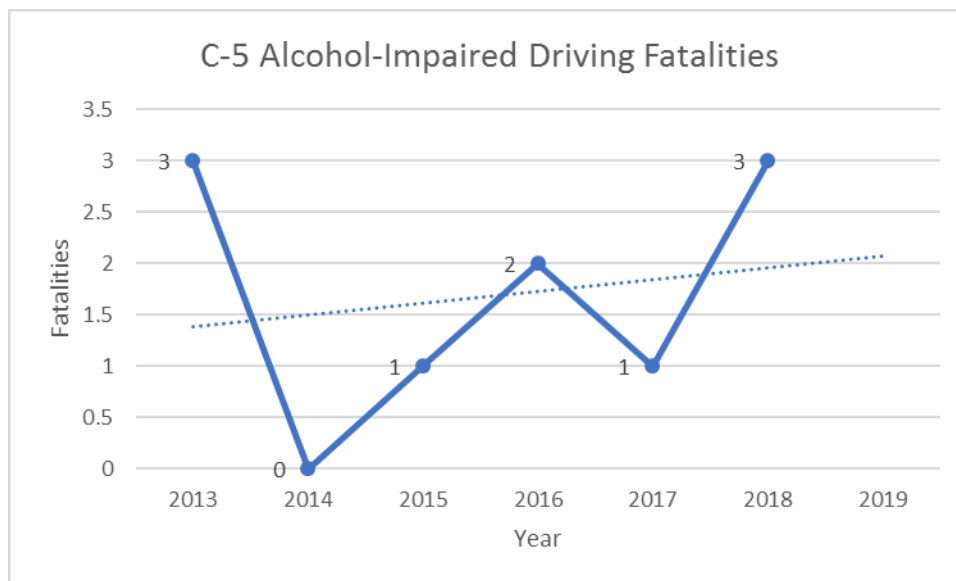


C-5. Reduce the number of alcohol impaired fatalities

Goal: Reduce the number of alcohol impaired fatalities in 2018 to one (1).

Number of alcohol impaired fatalities in fiscal year 2018: three (3).

Status: Fiscal Year 2018 performance not measure met.

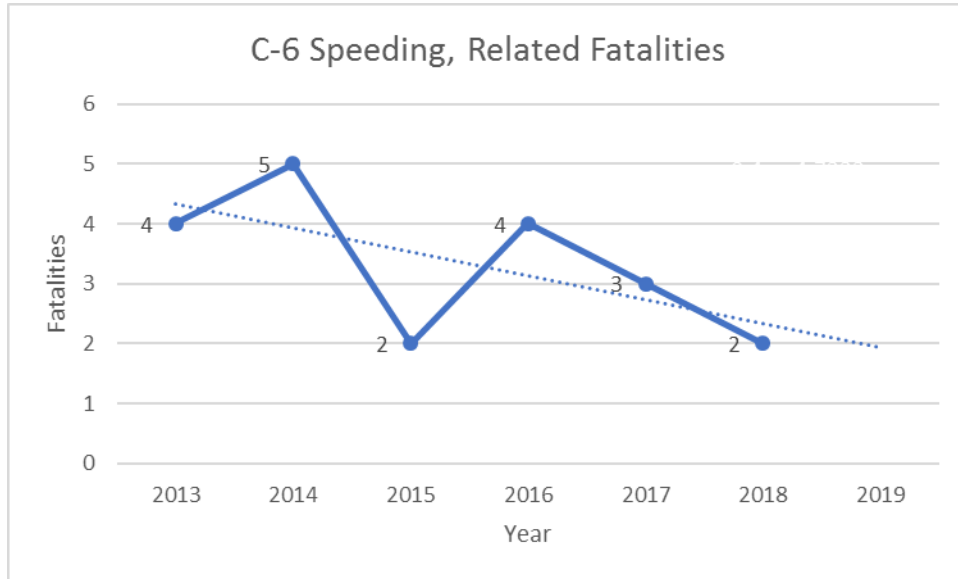


C-6. Reduce the number of speeding related fatalities

Goal: Reduce the number of speeding fatalities in 2018 to three (3).

Number of speeding fatalities in fiscal year 2018: two (2).

Status: Fiscal Year 2018 performance measure met.

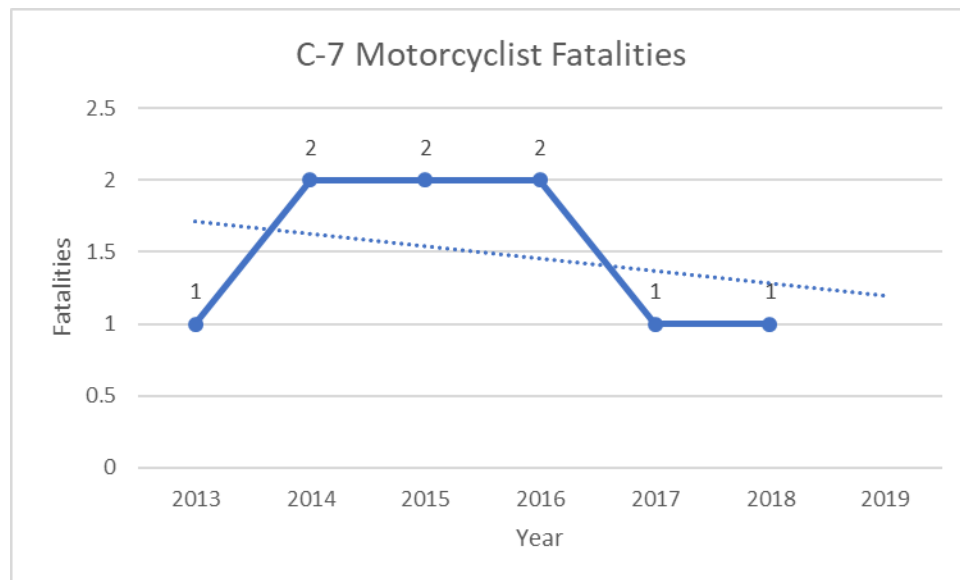


C-7. Reduce the number of motorcyclist fatalities

Goal: Reduce the number of motorcyclist fatalities in 2018 to two (2).

Number of motorcyclist fatalities in fiscal year 2018: one (1).

Status: Fiscal Year 2018 performance measure met.

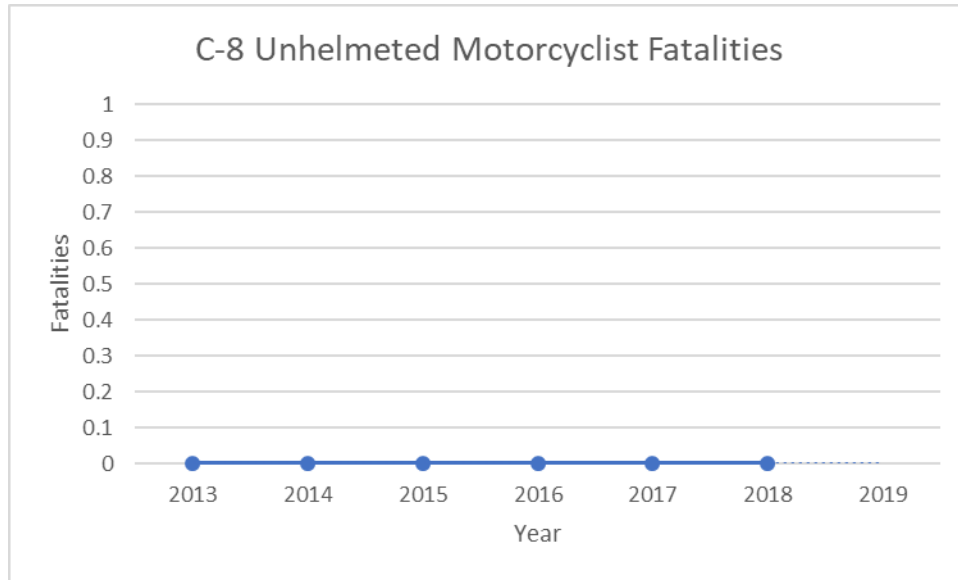


C-8. Reduce the number of unhelmeted motorcyclist fatalities

Goal: Reduce the number of unhelmeted motorcyclist fatalities in 2018 to zero (0).

Number of unhelmeted motorcyclist fatalities in fiscal year 2018: zero (0).

Status: Fiscal Year 2018 performance measure met.

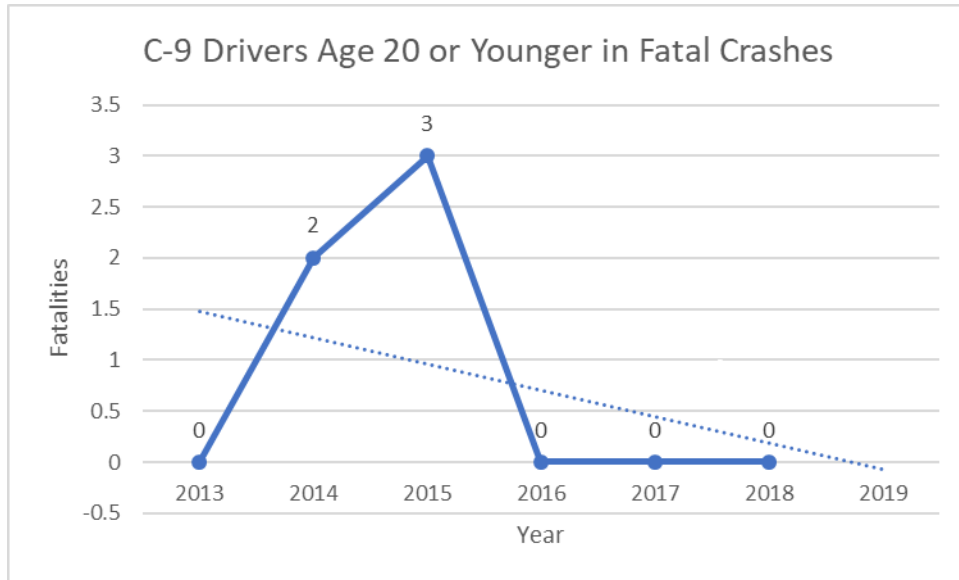


C-9. Reduce the number of drivers age 20 or younger involved in fatal crashes.

Goal: Decrease by 100% driver age 20 or younger involved in fatal crashes in 2018.

Number of drivers 20 or younger involved in fatal crashes in fiscal year 2018: zero (0).

Status: Fiscal Year 2018 performance measure met.

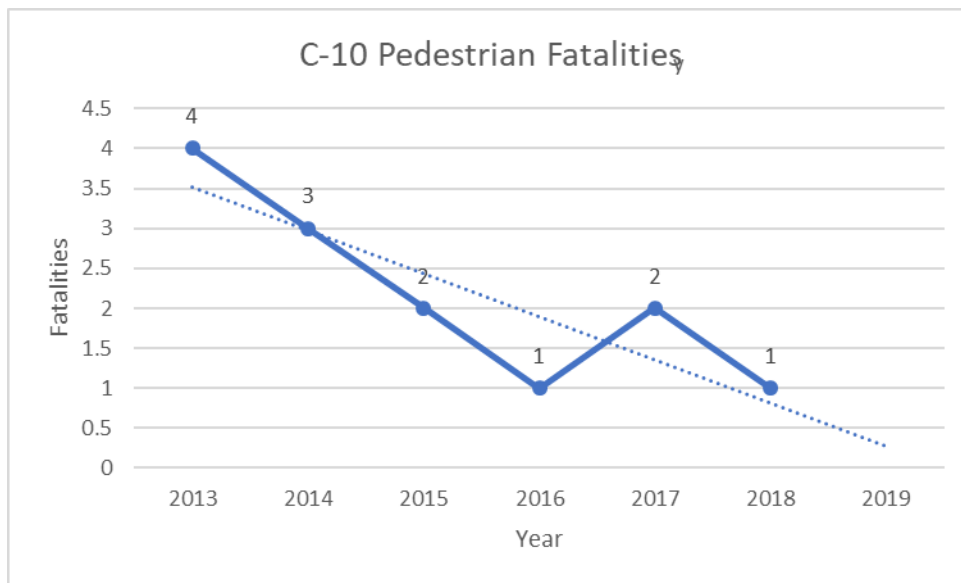


C-10. Reduce the number of pedestrian fatalities.

Goal: Maintain the number of pedestrian fatalities in 2018 at or below two (2).

Number of pedestrian fatalities in fiscal year 2018: one (1).

Status: Fiscal Year 2018 performance measure met.

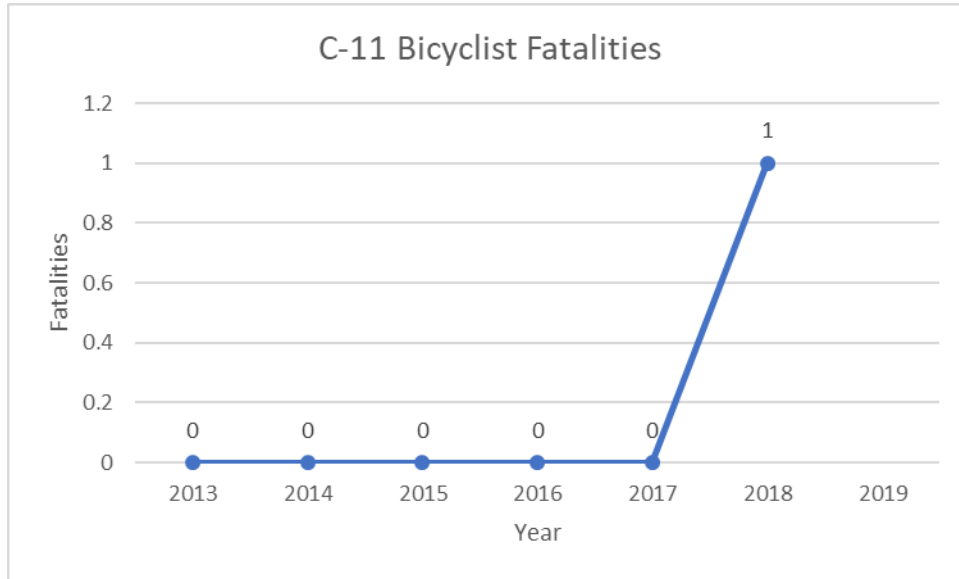


C-11. Reduce the number of bicyclist fatalities.

Goal: Maintain the number of bicyclist fatalities in 2018 at or below zero (0).

Number of bicyclist fatalities in fiscal year 2018: one (1).

Status: Fiscal Year 2018 performance measure not met.



Project Contributions to Meeting Highway Safety Targets

Awarded: \$222,018.00

Expended: \$101,129.04

\$402

Planning and Administration

In fiscal year 2018, the Planning and Administration project funded under the Virgin Islands Office of Highway Safety funded initiatives from sections 402, 405b, 405c and 408.

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 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 2018.
- To attend trainings, conferences, and webinars during Fiscal Year 2018 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 2019 Highway Safety Plans (HSP) and FY 2018 Annual Report before the designated due dates.

Results

Fiscal Year 2018 proved to be quite a challenge for Planning and Administration (P &A). The fiscal year began under intense conditions as the office sustained minor damages while the territory existed with no electricity and strict curfew due to Category 5 Hurricane’s Irma and Maria which occurred at the initial quarter of fiscal year 2018. Efforts to secure office resources and protect the equipment from continued floods in the months following the hurricanes added to challenges faced from our inability to commence regular work hours of operations for about four months following the storms. This significantly impacted the Division’s ability to expend FY2018 funds as the island’s infrastructure was destroyed in some instances, halting government and private sector operations for an extended period of time. Once re-opened within normal working hours, the VIOHS endured consistent electricity and communication limitations.

The fiscal year 2018 budget was also delayed as a result of the destruction to the territory's infrastructure. The VIOHS received access to grant funds at the end of the second quarter. Coincidentally, the program's Director also left the VIOHS at the end of the second quarter; and accommodations to augment the loss of manpower at the Virgin Islands Police Department further exacerbated the challenges faced by the VIOHS as its traffic division was reassigned to Operations through the end of the fiscal year to offset the departure of thirty-five (35) officers. The office remained without leadership for a period of three and a half months before the program received a new director – at the fourth quarter of the fiscal year.

The new Director, along with the Commissioner and the Administrator of the Virgin Islands Police Department participated in a cursory meeting with the management of NHTSA Region 2 in August of 2018. Following this meeting, the Director and Administrator attended GHSA's Executive Seminar in Atlanta, Ga. This consist of all travels under the P&A section of the HSP throughout FY 2018. The Executive Seminar provided the new Director with insight into Highway Safety and the best practices employed State Office's across America. Gathered information was shared with the office staff and noted principles were utilized to transform the office. The VIOHS program continued into Fiscal Year 2019 without a coordinator for the occupant protection program area, the traffic records program area, as well as the office clerk.

The VIOHS embarked on a series of Community Outreach Initiatives to bolster traffic safety throughout the territory. These initiatives, planned in part to increase awareness among motorists, was implemented to curtail the lingering effects of areas without traffic lights, an increase in visitors to the territory as rebuilding efforts continues, and to mitigate noted increases in collisions. These initiatives were not funded by grants, however, serve to highlight the ongoing existence of the office as well as the services and activities we offer. Such activities as:

- Child Passenger Seat Clinics (Occupant Protection)
- Impaired Driving Workshops (Impaired Driving Program)
- Traffic Safety (Staff and Officers)
- Inclusion in Community Fairs/Activities
- Promoting Traffic Safety and Enforcement (VIPD's Academy)
- On-air presence - Promoting Traffic Safety- VIPD's Public Information Officer
VIOHS Traffic Commanders
- Impaired Driving Commercial
- Traffic Safety Commercial
- Enforcement Initiatives
- Rotating Shifts Officers to maintain police presence at high crash locations territory-wide
- CPS Training

P&A's fiscal year 2018 budget included allotments for contracted positions, travel and supplies that were not utilized. Augmented by the inability to begin working on planned activities and initiatives, this trend was noted throughout the various program areas under

the VIOHS. At the end of the fiscal year, the program was successful in submitting approximately 97% of its grant funded vouchers.

Fiscal Year 2019 Corrective Measures

- 1)** The search for a Law Enforcement Liaison (LEL), an Occupant Protection Coordinator, a Compliance Officer, and a Traffic Analyst are presently ongoing. Interviews commence at the onset of the second quarter with hopes of hiring new employees by the end of January 2019. The hiring of new personnel should complete the VIOHS need for a full complement of technical resources to move the program's objective forward. Guided by a renewed mission to improve highway safety territory-wide through the development, promotion, and implementation of education outreach campaigns, enforcements and community directed alliances, the onboarding of these personnel would ensure the program's future success.
- 2)** Current enforcement efforts have proven futile as initiatives are not maximized to produce desired program outcomes. Therefore, enforcement efforts will be re-directed to the LEL once hired. Such measures to include the development and use of an approved enforcement plan, facilitation of planned trainings (lidar/radar and At Scene) and workshops to increase positive output is expected from this change of offering. Furthermore, the formation of the Police Traffic Services Program Area will ensure a structured approach towards accomplishing program objectives.
- 3)** The VIOHS is currently without a policy. To direct the effective management of the program's resources, the P&A will produce an updated policy in fiscal year 2019. Additionally, to strengthen the outcome of the program's transformation, coordinators will be directed to re-evaluate program committees, re-define goals and objectives of each committee and assign roles and responsibilities to members. Benchmarks and milestones will be included as well as mid-year assessments to reinforce the traffic safety program.
- 4)** 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.
- 5)** To ensure efficient use of resources such internal control measures as creating and being held accountable for achieving the deliverables in monthly action plans among the staff are currently underway. Additionally, one coordinator is responsible for planning/scheduling outreach efforts territory-wide. While another will be tasked with facilitating efforts to create alliances with school groups promoting traffic safety such as SADD and utilizing Police Pre-Cadets to assist with Child Passenger Safety Clinics and VIOHS program outreach efforts territory-wide.

- 6) It is the intention of the VIOHS to diversify grant offering and activities to include initiating new sub-grantee agreements during fiscal year 2019. To maintain compliance, a compliance officer will be hired, and a monthly schedule will commence to ensure effective use of program offerings and the receipt of outcomes which remains in line with highway safety objectives. Additionally, bi-monthly monitoring schedules will be tasked to coordinators to include the facilitation of on-site assessments.
- 7) To maintain a fluidity in structure and approach towards completing projects, the Director 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) and the Department of Finance (DOF) which provides a cursory review of all fiscal matters. By utilizing a standard timeline, the onus of accounting for the timely approval process for VIOHS projects and the processing of vouchers will be shared by both VIOHS staff as well as our external GVI partners.
- 8) Efforts to expand program offerings territory-wide are underway. Office space has been identified within the St. Thomas/St. John district to encourage the promotion and management of community outreach activities. Current data has identified the gaps in our current program's offerings, high crash locations, and segments of our population which experiences the most fatalities, DUI crashes and danger to pedestrians; in fiscal year 2019 coordinators will embark on widespread community outreach activities and enforcement to increase initiatives to increase traffic safety awareness, reduce crashes and injuries and gather data from focus groups and surveys to better assist the VIOHS in planning outreach activities.
- 9) The VIOHS will embark on a strategic approach to disseminate Traffic Safety Communications. Current trends indicate an increase in various crash categories. To address these increasing trends, a Mass Media Campaign will be implemented in FY 2019. A mix-market approach is being utilized to attract the attention of a multi-segmented market. The Virgin Islands comprises three islands with a various nationalities and individuals from numerous regions of the world, therefore, diversity marketing strategies are being deployed to capture and relay traffic safety messages.
- 10) The update of the Territory's crash data system will commence in fiscal year 2019. An FY 2017 assessment of the traffic records system recommended the implementation of a new traffic records system. The project has been approved and efforts are currently underway to ensure the timely implementation of the e-citation system.
- 11) To ensure staff development, all approved training will be encouraged, and coordinators will be held accountable through mid-year evaluations.

Impaired Driving Program Management – USVI

Awarded: \$165,095.00

Expended: \$ 110,262.47

§402

The Impaired Driving Program was implemented for the main purpose of disseminating information and educating the public about the dangers of impaired driving. This position serves as the single state-wide resource responsible for the management of grant proceeds under the Impaired Driving Program Area. A program area responsible for the implementation of initiatives on alcohol and drug impairments as well as fatigued and distracted driving. Accountabilities include the expansion of community-based sub-grantees, long and short-term program planning, grant and budget development with oversight. The program's intervention capabilities will be channelled through local media, press conferences, public service announcements (PSAs), and at a minimum, two (2) national enforcement initiatives and activities.

Objectives

- Provide technical support to the project managers and closely monitor their grants in order to comply with the applicable federal requirements; to conduct outreach activities and provide a detailed, written report of each on-site monitoring activity to the Director at the end of each visit during Fiscal Year 2018. To support and enhance capacity building in efforts of expanding the Impaired Driving Program.
- Develop a comprehensive public information and education campaign on impaired driving prevention; Conduct public information and education within the Territory through two (2) National DUI Initiatives and four (4) local events for Fiscal Year 2018.
- Prevent incidences of binge drinking in the underage and elderly segments of the population; and conduct education workshops on the dangers of drinking and driving.
- Reviewed Impaired Driving program data monthly to ensure that enforcement activities, and sub-grantee objectives are data driven to encourage possible program expansion.

Results

A coordinator was hired at the end of the third quarter (FY 2017) to manage this program. At the time of the coordinator's onboarding the HSP became due. Following the completion of the FY 2017 HSP, the territory experienced two category 5 hurricanes. Which resulted in

challenges for the coordinator to effectively manage the program. Intensifying the issue was the unavailability of the budget until the second quarter fiscal year 2018.

In the interim, to remain effective the Program Coordinator developed an approach towards disseminating public information on traffic safety, particularly impaired driving and prevention through two (2) National DUI initiatives and four (4) local events for the fiscal year. A comprehensive media plan was not developed. However, the program conducted several media campaign waves during the fiscal year. These waves were disseminated during the Crucian Christmas Festival Serenades (December 2017); Crucian Christmas Festival Children's Parade (January 2018); Crucian Christmas Festival Adult's Parade (January 2018); the Super Bowl (February 4th, 2018); St. Patrick's Day (March 17th, 2018); the Fourth of July (July 2018); Election Night Coverage (August 4th, 2018) and Labor Day (September 2018). Additionally, press conferences were held at the commencement of each national and local enforcement initiative.

The press conferences discussed the Office of Highway Safety's Drive Sober Initiative, broadcasting the national crackdown on drunk driving, and highlighted the dangers of driving while drunk. Public awareness of this activity was published in local and online newspapers respectively (*The Island Trader and Take Twelve Magazine published in March through September*). The Simulated Impaired DrivINg Experience (SIDNE) purchased in FY 2016, was put to use in FY 2018. The driving simulation program was used to promote hands-on interactive prevention activities at community events on the island of St. Croix. Training was held with the Impaired Driving Task Force members to successfully implementing the program March 1st and March 2nd, 2018. Following the training, the coordinator embarked on coordinating community outreach efforts. To improve the message, pamphlets promoting the deterrence of Driving Under the influence (DUI) and the dangers of underage and drinking among the older segments of the population was disseminated.

On July 24th, 2018- The Impaired Driving Coordinator and the Traffic Records Coordinator conducted Fatal Vision activities at the University of the Virgin Islands (UVI). In attendance were twenty-seven (27) Upward Bound students from the Upward Bound program. A program which prepares students for college, the students were excited by the activity. The presentation discussed the after effects of underage drinking and the effects of constant use of alcohol on the brain, kidneys even liver. Societal effects such as sexual assaults and physical fights were also discussed as side effects of heavy alcohol usage among underage drinkers.

August 3rd, 2018- A workshop for twenty-six (26) campers at the Adventure at Your Library Summer Camp was held for students between the ages of 5-12. Participants received a sign-in sheet and two worksheets customized for the participants – entitled, “Alcohol and Your Body-What You Know” and “Making Smart Choices”. Campers was encouraged to provide input as to why their peers may want to use alcohol; how to avoid peer pressure; and creative ways to say “NO” to alcohol use. An interesting and unique segment of the Virgin Islands population, participants was able to provide insight for future consideration.



August 7th & 8th, 2018- The Impaired Driving Coordinator and the Traffic Records Coordinator conducted Fatal Vision activities with the Young, Gifted & Talented Mon Bijou Summer Campers. Campers were educated on the dangers of impairment and was allowed to test their driving skills under the “influence.” This was simulated through the use of “Fatal Vision.” The coordinators utilized games to deliver a message of abstinence. A pre and post survey was administered and resulted in a 24% increase in favorable knowledge gain supporting abstinence.



September 18th, 2018- Impaired Driving Prescription Drugs & Fentanyl Training. The Drug Enforcement Administration (DEA) gathered representatives from diverse organizations to bring awareness to growing injuries and fatalities' concerning prescription drugs that includes fentanyl along with synthetic drugs and chemicals currently surfaced in the United States.

Despite the challenges of scheduling activities with an underage audience while the territory's school remained under a double session schedule to accommodate damages to 30% of local schools following the hurricanes; the program's goal of completing outreach activities was met.

Fiscal Year 2019 Corrective Measures

- 1) Funds were not expended as intended due the offset of a delayed budget, and an inability to attend trainings and scheduled conferences. To correct this shortfall, the coordinator will make every effort to attend all approved trainings and scheduled conferences. In addition, vouchers will be processed when incurred.
- 2) The Impaired Driving Management project had eight (8) approved trainings/conference travels that were not attended. To ensure future attendance, the coordinator intend to attend all trainings as approved through timely registration and approval from the NHTSA Region 2. This will enhance the knowledge and job performance of the Coordinator.
- 3) Schedules for on-site monitoring were not completed during Fiscal Year 2018. An effort to increase the amount of subgrantees along with a monthly schedule to monitor subgrantees under the Impaired Driving enforcement grants will be applied.
- 4) The VIOHS has embarked on a strategical approach towards traffic safety for FY 2019. A mass media campaign denouncing impaired driving is currently underway.
- 5) Outreach activities were difficult to plan due to shared educational spaces among school age children territory-wide during the school year. Therefore, planned activities commenced during the summer months at summer camps. Schools have returned to pre-hurricane schedules, therefore, outreach activities will be planned during normal hours in fiscal year 2019.

Impaired Driving Enforcement–St. Croix, USVI

Awarded: \$109,457.00

Expended: \$35, 989.75

§402

Checkpoints and saturation patrols will be used to deter and detect impaired drivers in the St. Croix District. Performance indicators such as motorist contacts, citations issued for all traffic offenses and impaired driving arrests.

Objectives

- To reduce the number of DUI related crashes.
- Facilitate community engagement through public information announcements, brochures, radio talk shows, and community event participation.

Results

The St. Croix Impaired Driving Enforcement grant program had the intentions of completing several tasks to help achieve results during the fiscal year. As proposed, the program scheduled thirty-eight (38) initiatives during the following periods: December 29, 2017 – January 06, 2018; February 04, 2018; February 16 – 20, 2018; April 13-17, 2018; May 04-07, 2018; June 30-July 04, 2018 and August 29- September 4, 2018. Of these, the sub-grantee conducted twenty-eight (28) initiatives on December 29-30, 2017 & January 4, 2018; February 04, 2018; March 17, 2018; August 13-23, 2018 and August 24- September 4, 2018.

During these initiatives enforcement completed seven hundred and fifty-four point five (754.5) hours resulting in twenty-seven (27) initiatives, and thirty (30) Standardized Field Sobriety Tests. The enforcement initiatives generated sixty-three (63) non-granted and one (1) grant funding DUI arrests accompanied by following citations:

Citations	No# Of Citations
Seatbelt	108
Child Safety Seats	5
Tint	54
Registration	178
Insurance	148
Cell Phone	14

Speed	0
Stop Sign	1
Driver License	68
Other Violations	252
DUI Arrests	1
Interventions	3,050

The results and the dates the enforcement activities were designed with intent to curb and decrease the total amount of DUI related crashes. Instead, there was a **16.36%** increase from fifty-five (**55**) in Fiscal Year 2017 to sixty-four (**64**) DUI in Fiscal Year 2018 with one (**1**) DUI related fatality. Of the 64 arrests, similar percentages were issued to motorists within the 36-55 and the 56and higher age category. *(please chart below).*

Age	% of DUI Issued Citations	% of DUI Arrests	% of Fatalities
56 or higher	-	41%	-
36-55	-	41%	100%
21-35	-	16%	-
16-20	-	2%	-
below the age of 16	-	-	-
TOTAL	-	100%	100%

A definite advantage of this initiative was the facilitation of community engagement through public awareness, brochures, radio talk shows, and community event participation. Beginning in December, educational information was provided for the Crucian Christmas Festival Serenades (December 2017); Crucian Christmas Festival Children’s Parade (January 2018); Crucian Christmas Festival Adult’s Parade (January 2018); Election Night Coverage (August 4th, 2018) and Labor Day (September 2018). This was done through 15 and 30 second commercial spots aired on television; and the use of other promotional medium (brochures and DVDs).

Fiscal Year 2019 Corrective Measures

As shown above, funds were not expended as they were intended to. Therefore, a dire need for improvement in the following areas will be addressed below:

- 1)** The pay rates for the officers that worked the initiatives in most cases remained below the estimated rate of fifty-five (\$55) and sixty-five (\$65) as budgeted. While there were some that were paid at the budgeted rates, the amounts were just not sufficient due to years of services and ranks. As a result, a few officers were issued pay rates of forty (\$40) and fifty-five dollars (\$55) per hour. To combat this issue, the budget will be monitored and amended to maintain a higher usage rate.
- 2)** Due to the territory's State of Emergency designation, officers of the VIPD were unavailable to conduct scheduled enforcement as approved. Despite this, DUI Enforcement Initiatives were conducted, and in some instances utilizing officers from external bureaus trained and certified through VIOHS' training in SFST. Therefore, the goal the eight (8) Officers two (2) Supervisors were not met within about twenty-five percent (25%) of the total enforcement initiatives that were conducted. To correct this measure in FY 2019, an LEL will oversee and planned all enforcement activities.

Impaired Driving Enforcement–St. Thomas/St. John, USVI

Awarded: \$76,324.00

Expended: \$3,699.48

\$402

Checkpoints and saturation patrols was used to deter and detect impaired drivers in the St. Thomas/St. John District. Such as motorist contacts, citations issued for all traffic offenses, and impaired driving arrests served as performance indicators.

The St. Thomas/St. John Impaired Driving Enforcement grant program commenced with a proposed plan to conduct (22) initiatives during the following periods: February 04, 2018; March 17, 2018; April 15-28, 2018; May 04-07, 2018; June 15-17, 20 18; June 30-July 04, 2018 and August 29- September 4, 2018. Of these, the sub-grantee conducted two (2) initiatives on February 04, 2018 and March 17, 2018.

During these initiatives, a total of sixty-four (64) hours were completed; **ten (10)** Standardized Field Sobriety Tests were conducted for all motorists that were suspected of consuming alcohol which generated **twenty-two (22)** non-granted DUI arrests and the following citations:

Citations	No# Of Citations
Seatbelt	25
Child Safety Seats	2
Tint	8
Registration	15
Insurance	12
Cell Phone	1
Speed	0
Stop Sign	0
Driver License	21
Other Violations	5
DUI Arrests	0
Interventions	178

Of the 22 arrests, the majority were issued to motorists within the age range of 36-55 years old. This illustrates 31.25% decrease from the thirty-two (32) arrests reported in Fiscal Year 2017 and revealed a pattern within the noted data set of issued citations, arrests which resulted in (2) DUI related fatalities, please see the chart below.

Age	% of DUI Issued Citations	% of DUI Arrests	% of Fatalities
56 or higher	-	14%	-
36-55	-	45%	-
21-35	-	41%	-
16-20	-	-	-
below the age of 16	-	-	-
TOTAL	-	100%	-

Fiscal Year 2019 Corrective Measures

The data listed above shows that the district did not complete scheduled enforcements due to the Territory’s ongoing designation under the State of Emergency. As illustrated above, funds were not expended as they were intended to. Therefore, a dire need for improvement in the following areas will be addressed for FY 2019:

- 1) The VIOHS Director and Coordinator will have scheduled meetings prior to initiatives to ensure that deliverables are met. An assessment of the budget and available resources will be completed. Any issues between the mobilization deployment and VIOHS will be brought to the attention of VIPD Commissioner for immediate remediation in the absence of an LEL. Monitoring checks of police deployment will be conducted by the district’s Traffic Commander and VIOHS personnel.
- 2) The VIOHS will implement a comprehensive approach towards disseminating public education information.

Occupant Protection Management, USVI

Awarded: \$106,794.00

Expended: \$65,994.92

\$402

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



Objectives

- 1) To conduct twelve (12) site visits together with twelve (12) telephone monitoring to sub-granted programs throughout the Territory to ensure their compliance with federal mandates by September 30, 2018; To work with the Virgin Islands Police Departments Public Information Officer and the media to report the dangers of driving unrestrained by September 2018.
- 2) To convene with the Virgin Islands Occupant Protection Task Force (VIOPTF) to meet at least six (6) times a year to explore innovative traffic management methods using community involvement to reduce traffic fatalities and injuries by increasing occupant restraint usage by September 30, 2018.

Results

During the Fiscal 2018 grant year, the performance output of the VIOHS Occupant Protection Program decreased. Task force meetings were not held as planned and enforcement efforts were executed, however, a lapse in communications resulted in unaccounted mobilizations. Despite this outcome, the Coordinator facilitated Child Passenger Safety Training and certified an additional ten (10) technicians throughout the Territory.

Child Passenger Safety (CPS) clinics were conducted throughout the territory during child safety week. Scheduled activities were carried out by technicians and included car seat demonstrations, dialogue and educational information. Free media was utilized to promote the clinics. This was done through live on-air broadcasts and a press conference.

Attempts were made to reconvene the Virgin Islands Occupant Protection Task Force (VIOPTF) and hold at least six scheduled meetings throughout the fiscal year; however, the coordinator was unable to assemble all the participants. Two meetings were held throughout the fiscal year and efforts to identify an Occupant Protection project that would assist the community following the destruction of the territory's infrastructure became a point of discussion. Unfortunately, the initiative did not materialize and the coordinator vacated the position in the 4th quarter of fiscal year 2018.

Fiscal Year 2019 Corrective Measures

- 1) Interviews are being scheduled for potential coordinators for fiscal year 2019. The selected individual will serve as the VIOHS Planner/Coordinator and would facilitate all outreach activities under traffic safety. To gain insight into the program's objectives, hired personnel will attend trainings. Additionally, the selected individual will work diligently to build and expand on the amount of sub grantees.
- 2) The new Coordinator will be charged with creating a task force to execute the program's objectives. The Virgin Islands Occupant Protection Task Force program raises the awareness of the public, parents and other caregivers to ensure drivers and vehicle occupants are properly restrained at all times. This Task Force will engage agency staff, stakeholders, and legislature and community partners in improving the improvement processes.
- 3) As the VIOPTF moves forward, we do intend to recruit newly certified technicians and other community members who attend our presentations, for input on the task force, as well as conduct quarterly meetings with a smaller group of committed individuals.

Occupant Protection Enforcement- St. Croix

Awarded: \$160,299.00

Expended: \$6,987.97

\$402

Enforcement consisted of both saturation patrols and targeted enforcement locations with an emphasis on issuing citations rather than warnings and will occur primarily during daylight hours. The Virgin Islands Police Department will develop an Implementation schedule to conduct all NHTSA national mobilizations and local mobilizations as follows:

- During all NHTSA required national mobilizations
- During all local mobilizations
- During Child Passenger Safety Week

The following performance indicators will be tracked:

- Citations issued
- Interventions conducted
- Man-hours worked

Objectives

- Plan and staff deployment strategies to include two (2) supervisors and eight (9) officers.
- Conduct Twenty-six (26) high-visibility checkpoints in conjunction with saturation patrols on high crash roadways between the hours of 6:00 am and 6:00 pm during planned local and national mobilizations. (One checkpoint /saturation patrol is scheduled for every day of the planned mobilizations.
- Track motorist contacts and citations issued
- Attend forums and discussions geared towards seat belt usage
- Distribute seat belt usage brochures during enforcement initiatives, public events, and sustained enforcement.
- Partner with VIPD to conduct seat belt usage public service announcements through media outlets during National campaigns and Holidays.
- Attend radio talk shows to discuss the effects and consequences of not using seat belts.

Results

Ongoing challenges with man-power shortage following the Hurricanes affected the amount of personnel that took part in planned enforcement activities. Nevertheless, the St. Croix Occupant Protection program conducted grant funded initiatives in the month of February (10-14); March (21-23) and May (21- 3rd of June). There was no enforcement mobilization planned for Child Passenger Safety Week. Issued citations during planned enforcement comprised of the following:

- Two hundred and ten (210) Seat Belt
- Nine (9) Child Safety Seats
- Seventy- Two (72) Tints
- One hundred and eighty-one (181) Registration
- Seventy-nine (79) Insurance
- Ten (10) Cell Phone
- Two (2) Speed
- Two (2) Stop Signs
- Twenty-four (24) Driver's License
- Seventeen (17) Other Citations
- One thousand, seven hundred and forty (1,740) Interventions.

The Click It or Ticket campaign garnered the highest citations issued, as stated below, during the entire grant year. It began with earned media followed by enforcement initiatives. The breakdown is as follows:

Fiscal Year 2019 Corrective Measures

The hiring of an LEL will align VIOHS enforcement goals to desired outcomes. Achievable goals will be created based on his/her expertise and assistance will be provided from each coordinator to ensure the successful execution of all enforcement initiative.

- 1) The development of a tangible enforcement plan will serve as a blue print for all enforcement efforts in FY 2019. The LEL and Coordinator will work diligently to plan, execute, account for and submit all documents pertaining to each initiative. Monitoring checks of police deployment will be conducted by the VIPD Traffic Commander and VIOHS personnel.
- 2) To combat the increased rates in unrestrained passenger vehicle occupants, the VIOHS will embark on scheduled outreach efforts and acquiring new information to disseminate.

Occupant Protection Enforcement STT/STJ

Awarded: \$160,299.00

Expended: \$ 17,948.39

§402

Enforcement consisted of both saturation patrols and targeted enforcement locations with an emphasis on issuing citations rather than warnings and will occur primarily during daylight hours. The Virgin Islands Police Department will develop an Implementation schedule to conduct all NHTSA national mobilizations and local mobilizations as follows:

- During all NHTSA required national mobilizations
- During all local mobilizations
- During Child Passenger Safety Week

The following performance indicators will be tracked:

- Citations issued
- Interventions conducted
- Man-hours worked

This would allow Occupant Protection Enforcement St. Thomas/ St. John program to effectively fulfill its goals and objectives and implement proposed activities.

Objectives

- Plan and staff deployment strategies to include two (2) supervisors and eight (8) officers.
- Conduct twenty-six (26) high-visibility checkpoints in conjunction with saturation patrols on high crash roadways between the hours of 6:00 am and 6:00 pm during planned local and national mobilizations. (One checkpoint /saturation patrol is scheduled for every day of the planned mobilizations.
- Track motorist contacts and citations issued.
- Partner with the Virgin Islands Office of Highway Safety to conduct annual public information and education campaigns.
- Attend radio talk shows and conduct presentations to discuss the importance of utilizing seat belts and the appropriate child safety seat for a child's age.
- Distribute informational brochures relative to the correct use of car restraints.

Results

Ongoing challenges with man-power shortage following the Hurricanes affected the amount of personnel that took part in planned enforcement activities. Nevertheless, the St. Thomas/ St. John Occupant Protection Enforcement grant conducted grant funded

initiatives in the month of February (10-14); March (21-23) and May (21- 3rd of June). There was no enforcement mobilization planned for Child Passenger Safety Week. Issued citations during panned enforcement comprised of the following:

- Seven hundred and thirty-eight (738) Seat Belt Citations
- Thirteen (13) Car Seat
- Thirty-two (32) Tint
- Seventy-seven (77) Registration(s)
- Eighty-five (85) Insurance
- Thirty-four (34) Cell Phones
- Zero (0) Speed
- Three (3) Stop Signs
- Fifty (50) Driver's License
- Forty-seven (47) Other Citations

Fiscal Year 2018 Corrective Measures

The hiring of an LEL will align VIOHS enforcement goals to desired outcomes. Achievable goals will be created based on his/her expertise and assistance will be provided from each coordinator to ensure the successful execution of all enforcement initiative.

- 1)** The development of a tangible enforcement plan will serve as a blue print for all enforcement efforts in FY 2019. The LEL and Coordinator will work diligently to plan, execute, account for and submit all documents pertaining to each initiative. Monitoring checks of police deployment will be conducted by the VIPD Traffic Commander and VIOHS personnel.
- 2)** To combat the increased rates in unrestrained passenger vehicle occupants, the VIOHS will embark on scheduled outreach efforts and acquiring new information to disseminate.

Traffic Records Management, USVI

Awarded: \$174,132.00

Expended: \$77,215.42

\$405

The traffic records management area is responsible for developing a strategic plan to facilitate agencies gathering and transmitting traffic records data electronically. In order to increase the quality of traffic crash data collection in the Territory of the United States Virgin Islands, the program area hired a Coordinator to facilitate the purchase and implementation of an updated traffic system during FY 2018. The program area also requested the remediation of the Traffic Records Assessment along with the implementation of recommended findings to include producing an updated TRCC Strategic Plan. The reinstatement of the Traffic Records Committee remains imperative to the effectiveness of an updated traffic records system. Suggestions were made to utilize individuals from eight (8) major entities within the GVI:

- 1) Electronic Crash Reporting System (ECRS)
- 2) Emergency Medical Services Patient Care Reporting System (EMS PCR)
- 3) Electronic Citation
- 4) Bureau of Motor Vehicle (BMV)
- 5) Virgin Islands Police Department (VIPD)
- 6) Attorney General Office (AGO)
- 7) Superior Court Connection
- 8) Virgin Islands Crash/Roadway Database Update

Objectives

- Schedule, coordinate and have at least six (6) Traffic Records Committee meetings by September 30, 2018.
- Conduct monthly on-site visits and telephone follow ups per project for monitoring purposes by the end of Fiscal Year 2018; provide a detailed written monitoring report of each on-site monitoring activity at the end of each sub-grantee visit during Fiscal Year 2018.
- Provide updates to the TRCC on the Strategic Plan and the performance measures at scheduled TRCCs meetings during Fiscal Year 2018.
- Provide quarterly statistical reports to Virgin Islands Office of Highway Safety, Virgin Islands Police Department (VIPD), Virgin Islands Department of Public Works (DPW), and other pertinent agencies during Fiscal Year 2018.

Results

The Virgin Islands Office of Highway Safety Traffic Records Management program acquired a coordinator during the 3rd quarter of FY 2017. A coordinator was hired at the end of the third quarter (FY 2017) to manage this program. At the time of the coordinator's onboarding the HSP became due. Following the completion of the FY 2017 HSP, the territory experienced two category 5 hurricanes. Which resulted in challenges for the coordinator to effectively manage the program. Intensifying the issue was the unavailability of the budget until the second quarter fiscal year 2018.

In the interim, to remain effective the Program Coordinator began the coordination of TRCC Meetings and assisted in outreach initiatives for the office. Unfortunately, program goals as defined in the FY 2018 HSP was not adhered to. There was no acknowledged familiarity with the current crash data system, nor was any statistical reports created nor disseminated. Though meetings took place, the TRCC Committee was not formed as planned. The Committees mandates were not established nor were roles of each member defined. A Traffic Assessment was conducted by NHTSA, issues were raised and recommendations for improvement suggested; at the end of the fiscal year, there were no responses issued for the claims, nor was suggested recommendations addressed. This resulted in the separation of the Coordinator from the VIOHS at the end of FY 2018.

Fiscal Year 2019 Corrective Measures

- 1) The Traffic Records Area is currently seeking an Analyst to fill the position for fiscal year 2019. This successful candidate will display statistical and technical capabilities and have knowledge of assessing data. Upon being hired, the incumbent will be expected to recruit members, form a new TRCC Committee and attend to the issues cited within the Assessment. To expand the scope of the TRCC Committee, the VIOHS will recruit new members from the existing member agencies who are committed to the primary function of the committee: to review data, projects, and reports generated by the VIOHS and its sub-grantees and authorize their inclusion in efforts to create a working draft of the Virgin Island's Traffic Records Strategic Plan.
- 2) Monitoring is essential to determine program effectiveness and to quickly fix and resolve issues that may arise. As such, the incumbent will be expected to account for progress made to implement the new system.

List of Acronyms

AA	Alcohol Anonymous
BMV	Bureau of Motor Vehicle
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
MAP-21	Moving Ahead for Progress in the 21st Century Act
MIS	Management Information System
MMUCC	Model Minimum Uniform Crash Criteria
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
TRCC	Traffic Records Coordinating Committee
USVI	United States Virgin Islands
VI	Virgin Islands
VIDHS	Virgin Islands Department Human Services
VIDPW	Virgin Islands Department Public Works
VIEMS	Virgin Islands Emergency Medical Services
VIOHS	Virgin Islands Office of Highway Safety
VIOPTF	Virgin Islands Occupant Protection Task Force
VIPD	Virgin Islands Police Department