

A decorative banner at the top of the page features a waving flag with the letters 'V' and 'I' on a white field, a blue field with white stars, and a red field with white stars. The Virgin Islands Office of Highway Safety logo is visible on the right side of the banner.

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HIGHWAY SAFETY PLAN



Government of
The Virgin Islands of the United States



Virgin Islands Office of Highway Safety

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FEDERAL FISCAL YEAR

2017

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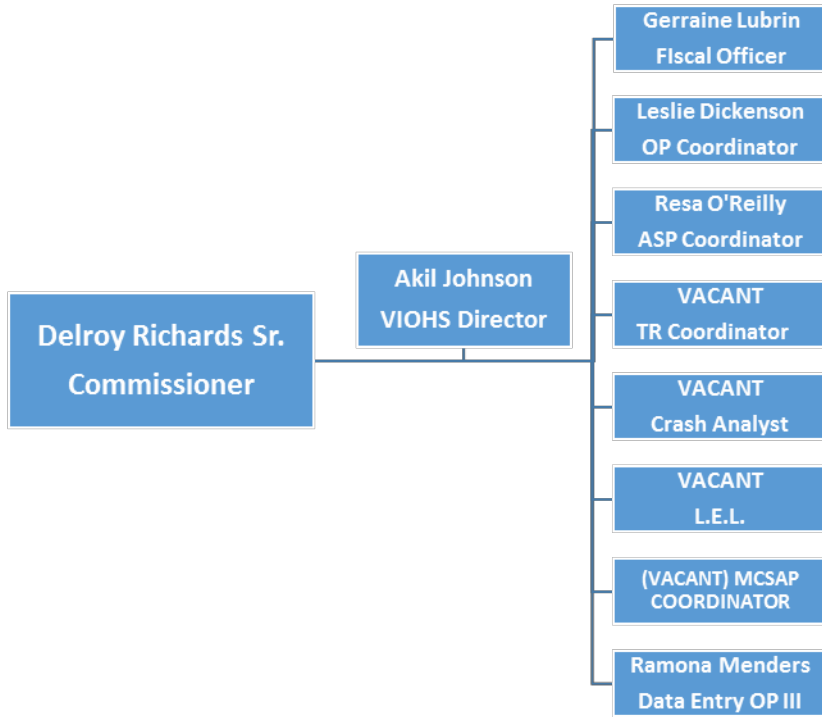
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LIST OF ACRONYMS

ADT	Average Daily Traffic
AGO	Attorney General Office
ASP	Alcohol Safety Program
ARIDE	Advanced Roadside Impaired Driving Enforcement
BIT	Bureau of Information Technology
BMV	Bureau of Motor Vehicle
CPS	Child Passenger Safety
DUI	Driving Under the Influence
DWI	Driving While Intoxicated
EMS	Emergency Medical Services
EMSPCR	Emergency Medical Services Patient Care Reporting System
ERP	Enterprise Resource Planning
FAS	Fetal Alcohol Syndrome
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
GHSA	Governor Highway Safety Association
HSP	Highway Safety Plan
HVE	High Visibility Enforcement
LGO	Lieutenant Governor's Office
MAP-21	Moving Ahead for Progress in the 21st Century Act
MCSAP	Motor Carrier Safety Administration Program
MMUCC	Model Minimum Uniform Crash Criteria
NAWHSL	National Association of Women Highway Safety Leaders
NEMSIS	National Emergency Medical Service Information System
NHTSA	National Highway Traffic Safety Administration
OMB	Office of Management and Budget
OP	Occupant Protection
P&A	Planning and Administration
PCR	Patient Care Report
PI & E	Public Information and Education
PSAs	Public Service Announcements
RFP	Request for Proposal
SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users
SC	Superior Court
SFST	Standardized Field Sobriety Test
STT/STJ	St. Thomas/St. John District
STX	St. Croix District
TR	Traffic Records
TRCC	Traffic Records Coordinating Committee
USVI	United States Virgin Islands
VI	Virgin Islands

VIEMS	Virgin Islands Emergency Medical Services
VIOHS	Virgin Islands Office of Highway Safety
VIPD	Virgin Islands Police Department
VITEMA	Virgin Islands Territorial Emergency Management Agency (VITEMA)
VMT	Vehicle Miles Traveled

VIRGIN ISLANDS POLICE DEPARTMENT – VIOHS HIERARCHICAL CHART



MISSION

The mission of the Virgin Islands Office of Highway Safety (VIOHS) is to assist in the safe passage of all roadway users in the Virgin Islands by identifying traffic safety problems and therein developing and implementing safety programs designed to reduce death and injury on the United States Virgin Islands (USVI) roadways through partnerships with local, district, regional, and private sector agencies as the territory moves forward to zero traffic fatalities.

EXECUTIVE SUMMARY

The US Virgin Islands is comprised of three islands with a population of 106,405 residents and a land area of 133 square miles. The Highway Safety Act of 1970 established the National Highway Traffic Safety Administration (NHTSA) as the federal agency dedicated to achieving the highest standards of excellence in motor vehicle and highway safety. The Virgin Islands Senate legislated that the Virgin Islands Office of Highway Safety (VIOHS) would be responsible for developing and implementing, on behalf of the Governor of the Virgin Islands, the Virgin Islands Highway Safety program. To achieve this mission, the VIOHS promotes territory traffic safety programs through education, enforcement activities and behavior modification by administering and coordinating funding for the Territory of the US Virgin Islands.

The VIOHS manages grant funding from NHTSA in partnership with public and private entities and highway safety programs are developed and implemented 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. Programs can be far reaching and part of an over-all approach or they can be specific with short-term approaches.

The Federal Fiscal year (FFY) 2017 Highway Safety Plan (HSP) addresses the national priority program areas identified by the National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA). The following program areas will be addressed by the VIOHS in FFY 2017: Occupant Protection, Impaired Driving, and Traffic Records with funding from §402, MAP 21- §405, §406 and §408, with §402 being the primary source of funding for these programs. Progress in meeting our goals and objectives is measured based on ten (10) core performance measures agreed upon by NHTSA and GHSA, one (1) behavior measure and three (3) activity performance measures.

The purpose of the VIOHS is to assist in the reduction of crashes throughout the Territory. The primary function of the VIOHS includes:

- **Administration** – Includes the management of all NHTSA funds (e.g., 402, 405, 406, and 408) local funds (non-matching), the distribution of these funds to sub-grantee agencies, and preparation of the annual Highway Safety Plan, Traffic Records Plan and Highway Safety Plan Evaluation.
- **Problem Identification** – Includes collection, analysis and evaluation of data to identify the actual and potential traffic hazards and the development of effective countermeasures.
- **Leadership and Technical Assistance** – Includes providing training and technical assistance to local partners, and monitoring and evaluating grantee performance for maximum effectiveness, and leading conditions in the territory that show promise to impact highway safety.

HIGHWAY SAFETY PROBLEM IDENTIFICATION PROCESS, DATA USED

To better understand the traffic safety problem in the territory and to develop effective programs, the VIOHS uses injury and crash data to supplement its fatality data. In order to analyze the territory's crash data, the VIOHS utilizes the *Traffic Statistics Report (2010-2015)*. These crash statistics are shown in a 5 year data trend.

Traffic Safety data is collected through the following sources:

The Virgin Islands Electronic Crash Reporting System - is an electronic crash report that incorporates Model Minimum Uniform Crash Criteria (MMUCC) receiving collision data from police reporting in the territory and providing collision-related data on all types of roadways.

Report Beam - is the central database that houses all of the Virgin Islands' crash reports. It provides live reporting data for statistics and reports, which is compiled to flag high incident areas. This system allows for analysis of crashes within specific categories defined by person (i.e., age and gender), location, roadway type and other critical factors (i.e., time of day, day of week, weather, driver's actions, etc.).

The Superior Court Case Management System - houses all traffic court records to include convictions and citations.

Emergency Medical Services (EMS) Patient Care Reporting System- is an electronic Patient Care Report (PCR) form that collects information on all emergency runs into a database, incorporating the National EMS Information System (NEMSIS) elements.

The Department of Justice Office of the Attorney General- certifies all citations before they are forwarded to the Superior Court.

The Annual Scientific Observational Survey of Seat Belt Use - a scientific survey which is required by NHTSA to generate a probability-based estimate for seat belt usage of front outboard occupants of passenger vehicles.

The Bureau of Motor Vehicles Database - contains records of all licensed drivers and registered motor vehicles in the territory.

VI Street Addressing Initiative (Lieutenant Governor's Office) - GIS-based roadway data assures accurate crash location information, which improves the ability to analyze our highway safety problem. This will help to produce location data for the VIPD, VI Fire Services, the BMV, EMS, and other first responders within the Territory.

Using a data-driven approach the VIOHS determines the needs for specific programs that aim to reduce crashes, resulting in reduced injuries and fatalities in the Territory. During that process, baseline goals are established for the upcoming fiscal year. Programs are developed based on strategic planning done by the VIOHS staff. Hence, monitoring visits (on-site and telephone) done during the current fiscal year measure and quantify the progress of each program in achieving targeted goals.

PROCESS DESCRIPTION

The process of developing the HSP is expected to begin early in the calendar year preceding the next federal fiscal year. Each year the VIOHS prepares the HSP and includes the projects that will be funded for the federal fiscal year which is implemented beginning on October 1 and ending on September 30. The HSP identifies specific program areas along with specific countermeasures to address the crash problem. The projects presented in this year's HSP –include both a continuation of projects from prior years and, anticipated new starts for 2017 as well.

The HSP development process consists of nine (9) stages (as seen below):



Problem Identification and Data Analysis:

The VIOHS uses data gathered from the traffic records systems previously mentioned to assess the needs of the Territory. Additionally, data is taken from observational, and seatbelt surveys. Based on identified problems the office selects areas to focus on for improvements and/or interventions. The hiring of a *Crash Analyst* in FY 2017 will help to dig deeper into the data and make better informed recommendations with the programs that will be proposed and implemented.

Setting Performance Targets:

Performance targets are set based on the trend analysis of past years' performance, as well as forecasted contributing factors that show promise to impact specific problem areas, such as an upgrade to impaired driving legislation. The VIOHS will liaise with members of the Traffic Records Coordinating Committee (inclusive of the VIOHS staff) to review data from the previous five calendar year. Data is generally gathered from one single source (Report Beam). However, information from outside sources such as surveys and studies done within the Territory may be used to address program specific goals. The ten (10) core performance measures, one (1) behavior measure and three (3) activity performance measures data is collected and monitored on a quarterly basis; in addition to other traffic related data capturing more than fatality data. The data is used to determine and establish baselines, or starting points for targets (if it is a new target); and whether or not the performance targets that are set are in place from the previous year are being effective or not based on trends, and moving averages.

The USVI, unlike other states and Territories, has had a relatively low number of fatalities for years. While the HSP is required to set and report on fatality-based performance goals and progress indicators, the VIOHS will develop additional performance measures based on injury, crash, or survey data, especially with the development of new sub-grantee projects. Targets will then be set based on specific contributing factors unique to the territory's data, such as the ages of offenses (DUI); times; locations; and serious injuries.

Develop and Select Evidence-Based Strategies

Based on the data analysis, the VIOHS Director, Highway Safety Program Coordinators and Crash Analyst will identify strategies that can be implemented for the fiscal year that promise to effectively impact the highway safety problems unique to in the Territory. The strategies are selected based on the "Countermeasures That Work: Highway Safety Guide." The selection of these strategies is based on several factors: readiness, coordination, feasibility, and reach:

- Readiness is evaluated based on whether or not groundwork has been laid for the strategy and external stakeholders that must be engaged for successful implementation
- Coordination is evaluated by making sure that efforts are not being duplicated by other agencies
- Feasibility is assessed by considering the timeframe, resources and professional expertise exists in the Territory to implement the strategy and meet desired outcomes; and
- Reach is looked at determining whether the design of the program will meet the targeted population

Additionally, strategies will be developed based on community assessment and using cultural competency. This aids in eliminating disparities in the type of services offered. The VIOHS believes that the cultural competence will improve the effectiveness of programs selected for targeted populations.

Selection of funding priorities:

During this process, the VIOHS staff determines programs that are most needed based on problem identification. The group will prepare a rank-order list of highway safety problems with potential sub-grantee/funding recipients based on the data collected, the funding sources to be utilized for each (§402, MAP-21§405, §406, §408). The VIOHS has a surplus of funds in carryforward that has been present since 2009. However, the VIOHS will strive to fund programs under the Project List. These large amounts of unliquidated carryforward funds can be more effectively utilized to support the goals of the Highway Safety Plan, so the VIOHS has developed an aggressive outreach plan to recruit, develop and establish new external partners essential to implement priority projects. During FY 2017, the VIOHS will aim to fund all programs at a level of funding appropriate to accomplish the objectives of the project and throughout the fiscal year the VIOHS will continue to assess the sustainability of the programs funded and prioritize those that are most promising in terms of meeting the VIOHS goals.

Grant Application Solicitation:

The VIOHS sends out grant application announcements through the writing of emails and phone calls to potential sub-grantees based on performance identification. Solicitation of grant application is done based on goals, objectives and established performance measures. Sub-grantees are then eligible to apply for funding based on highlighted program needs. Sub-grantees applications are required to include problem identification, measurable goals, quantifiable objectives, an evaluation plan, and an implementation timeline with a budget appropriate to accomplish the project goals.

Review, Negotiation and Approval of Grant Agreements:

The Program Coordinators receives project proposals from sub-grantees. At that point it is determined if the project is viable. The VIOHS review panel, consisting of the entire VIOHS staff, evaluates every project proposal using the standardized grant proposal checklist also referred to as the "Project Agreement Assessment Form." During that period, a thorough review is conducted and suggestions are made on ways to improve the proposal ensuring the VIOHS needs are satisfied. There are no set amounts of reviews that can be done to deem a proposal

acceptable. Because of the limited size of the VIOHS program staff, external sub-grantee partners must be engaged to implement highway safety projects. New sub-grantees often require additional technical assistance in developing strong project proposals, so VIOHS provides continual technical assistance throughout the year. Comments are highlighted and presented to sub-grantees. The review panel then scores the proposals. In the event that a proposal may not score a minimum of 15 out of 20, revisions are made until a satisfactory score of 15 is made by the panel. The proposals are then forwarded to VIOHS Director for final approval. Should the Director accept the proposal, it is forwarded to NHTSA; if not projects are returned for further review & corrections.

Implementation:

Once a proposal is accepted by the VIOHS, sub-grantees are provided with technical support by ensuring budgets are adhered to through on site monitoring, training and support. Sub-grantees are expected to provide monthly progress reports, as well as, documentation to support accomplishment of any other grant related activities.

Budget Allotment:

The VIPD/OHS request from the VI Department of Finance a chart of account numbers each fiscal year for projects. The chart of accounts numbers are used to prepare the budgets to be submitted to Office of Management and Budget (OMB). OMB reviews the budget and all federal supporting documentation and places the budgets online through the Enterprise Resource Planning (ERP) system. As this is a reimbursable program, invoices are processed to pay through local accounts, and expenditures are reimbursed through NHTSA once vouchering is completed.

Evaluation:

During the end of the Fiscal Year, the VIOHS staff, as well as sub-grantee programs compiles an end-of-the-year report. The report is inclusive of several elements. Each goal, objective, and activity must be reported on. The performance measures of the goals and objectives that were approved must be evaluated. This is done through the provision of data and supporting documentation that shows whether or not a goal had been met or achieved within the fiscal year. An evaluation is done by looking at the data or measures of performance included in the approved grant applications/plans to determine the success or failure of each program. Sub-grantees and/or Coordinators evaluates objectives and activities under the respective sections of the grants to determine any hardships and/or hindrances occurred and determine corrective measures for approaches that can be used to reach targeted goals. Moreover, crash and citation data is looked at the end of the fiscal year to determine success and whether or not funding will be awarded for the next fiscal year to the project(s).

PARTICIPANTS: EXTERNAL PARTNERS AND STAKEHOLDERS

The USVI is comprised of four islands and as a result the VIOHS relies heavily on its internal staff as well as members of the Traffic Records Committee, the Occupant Protection Committee and other community partners to identify and analyze traffic safety problem areas. While it is difficult to place a measurable dollar amount of support from outside agencies, the VI's highway safety program benefits from the expanded capacity that partners and stakeholders provide, whether real or in-kind support. These agencies work along with the VIOHS in offering staff to assist with activities such as the Occupant Protection's Child Passenger Safety Week activities; providing information to the public; providing roadway improvement and infrastructure, to enhance safety during enforcement activities; and being part of the TRCC and other VIOHS program area committees to offer input and guidance. The VIOHS works closely with the Virgin Islands Police Department to develop and implement the highway safety program. The VIPD is the hands-on enforcement agent related to crashes, fatalities, injuries and promoting seatbelt usage. VIPD also uses their citation information and compares it to the results from the Superior Court's infraction reports to determine the lack thereof or presence of enforcement throughout the high incident areas of our territory. The initiatives are critical for the safety of the USVI and are managed by district Police Chiefs.

Though a 2016 NHTSA Management Review was planned to assess the VIOHS' planning, program and fiscal processes, NHTSA requested the VI Governor's representative for highway safety, VIOHS Administrator, VIPD grants managers and senior traffic commanders from the VI Police Department participate in a two-day intensive workshop to grow the effectiveness of the territory's highway safety program. One important outcome from this May 2016 workshop was that NHTSA and the VIOHS agreed in order for the program to succeed, increased outreach to external partners is essential.

The VIOHS has identified the following key partners that must have active input and/or a specific role in formulating the Highway Safety Plan and implementing the program throughout FY 2017:

- ***The Attorney General's Office***
- ***Bureau of Information Technology (BIT)***
- ***The Lieutenant Governor's Office (LGO)***
- ***Emergency Medical Service personnel (EMS)***
- ***VI Department of Education***
- ***VI Police Department (VIPD)***
- ***VI Fire Department***
- ***Department of Human Services Head Start program***
- ***Queen Louise Home Early Head Start***
- ***Maternal Child Health Clinic***
- ***Virgin Islands Territorial Emergency Management Agency (VITEMA)***
- ***VI Superior Court (SC)***
- ***Juan F. Luis Hospital***
- ***Schneider Regional Hospital***
- ***VI Bureau of Motor Vehicle (BMV)***
- ***Private and Parochial Schools***

Examples of current external partner support include:

- Guided by recommendations from the 2015 NHTSA Occupant Protection Program Assessment, the Occupant Protection (OP) Task Force meetings are convened with a focus of building awareness in the community and encouraging correct use of car restraints in the attempt to reach the goal of 100%.

- Multiple Traffic Records Coordinating Committee meetings are held each year to improve the completion of crash reports, submission and completion of patient care reports in the EMS system. One critical issue has been the implementation of the e-Citation system to enable change from paper based traffic ticketing system to an electronic system. The ultimate aim of the project is to upload traffic tickets from point of incident to the Superior Court, Police Department, Bureau of Motor Vehicles and the Attorney General's Office. The VIOHS is on its way to having a pilot rollout of this high priority project.
- Partners such as the VI Department of Education, Juan Luis Hospital and Seventh Day Adventist "Too Smart to Start" provide well established traffic safety outreach and education programs to VI residents, especially youth.

For FY 2017, the VIOHS will pursue an aggressive outreach plan to engage new external stakeholders and partners, and encourage them to apply for grant funds. This effort is strongly endorsed by the Governor's representative, the VIPD Commissioner, who is prepared to supply the senior-level support needed for the VIOHS to succeed. A summary of the proposed timeline follows:

July-September 2016: Pre-FY 2017 Activities

- ✓ Complete hiring of new Traffic Records Coordinator and develop strategic list of stakeholder organizations for each VIOHS Coordinator to champion.
- ✓ Have VIPD Commissioner sent urgent letter to TRCC member organizations, re-establishing the Executive Level TRCC, and reactivating the Working TRCC.
- ✓ Collaboration with the VIPD Bureau of Human Resources to develop the job specifications for the *Crash Analyst* and the *LEL*.
- ✓ Begin Solicitation for participants in the GO Team Training across the Territory by informing them of our plans, consulting to tell them what our plans are, involved all possible outside agencies and/or external partners so a collaboration of ideas can help to extend and expand our partnerships.
- ✓ Discussions and technical assistance meetings with sub-granted agencies such as the VI Department of Public Works, VI Department of Education, the Office of the Lieutenant Governor, and the Grove Place Seventh Day Adventist who were all part of previous year's plans but projects were never started to have grant proposals submitted to the Region for review and approval. Participation in local radio and television shows as a campaign to recruit external partners

October-December 2016: New projects starts/first quarter

- ✓ Submission and commencement of sub-granted projects estimated to happen during Fiscal Year (FY) 2017.
- ✓ Completion of the GO Team Training program for the VIOHS staff
- ✓ Implementation of Management program activities, and beginning of expenditures (i.e. Supplies, equipment, draft proposals for professional services, etc.).
- ✓ Attend grant funded training for programmatic knowledge expansion.
- ✓ Develop Scope of Work for VIOHS Comprehensive Media Plan to submit Request for Proposal for Media/Communication firms to respond to provide Technical Assistance to Sub-grantees and provide clear expectations and benchmarks for goals to approve.
- ✓ Conduct Meetings with Police Chief in both Districts to discuss plans and objectives for FY 2017 with proper documentation and expected results and protocol of conducting data driven enforcement activities and initiatives.
- ✓ Consultation with the VI Office of Management and Budget (OMB) for guidance on the process the Territory uses to conduct a Single-Agency Audit

January-March 2017:

- ✓ Monitoring of project activities and expenditures through progress monitoring, site visits, and technical assistance interventions (if necessary).
- ✓ Identify opportunities early in the grant lifecycle to expand efforts and address

- implementation issues (if found).
- ✓ Rollout of the VIOHS Comprehensive Media Plan to get media message out in hopes of reducing crashes.
- ✓ Conduct Traffic Records Coordinating Committee Meetings to look at the overall VIOHS data and the implementation of programs.
- ✓ Conduct Occupant Protection Task Force Meetings to look at program data and initiatives in hopes of expanding community partners.
- ✓ Conduct Impaired Driving Task Force Meetings to look at program data and initiatives in hopes of expanding community partners.

April-June 2017:

- ✓ Pre-Planning for the 2018 Highway Safety Plan with the TRCC, VIOHS Staff and program area task force members.
- ✓ Public Announcement and Publications for recruiting of Sub-grantees.
- ✓ Continued monitoring and analysis of data for the first two quarters to help determine if activities (programmatic and enforcement) are yielding expected results and performance measures are being met.
- ✓ Determination of "Funding Disbursement" to projects for FY 2018; based on needs assessment and data analyzed for FY 2017.

July-September 2017

- ✓ Commencement of program evaluation for FY 2017.

VIOHS will assure strong technical assistance is provided throughout the grant year through monitoring reports, coupled with progress reports submitted by the VIOHS coordinators to assess the critical traffic safety issues that confront the Territory. Quarterly reports submitted by sub-grantees also provide a source of information valuable to identify where the territory should focus traffic safety initiatives in FY 2017 and beyond. With a fiscal officer on board, VIOHS will be able to liaise with the VIPD fiscal and payroll division to obtain and review the quarterly expenditures and overtime costs to ensure that the costs submitted in each project report are tied back to the approved federal grants and their schedules.

VIOHS will continue to outsource the seat belt usage observation survey, as well as the Attitude and Awareness survey, to professional analyst and statistician organizations to assist the office in assessing the traffic related safety needs of the territory.

PROJECT SELECTION

The VIOHS have identified these following programs as priority:

- Impaired Driving Programs
- Occupant Protection Programs
- Traffic Records Management Programs
- Education and Outreach Programs
- Enforcement Programs

The criteria used in selecting projects and activities are determined by, but not limited to using the following methodology:

1. Select various communities and specific areas in the VI that reflect high crash rates and analyze:
 - a. How they are ranked in terms of their crash severity;
 - b. Use of seatbelt/ helmets or other passenger safety at the time of crash;
 - c. Frequency of DUI involved in crashes;
2. Review crashes according to their contributing factors (failure to yield to right away, failure to maintain safe distance, improper reversing, etc.)
3. Review fatalities by numbers, type and location, and review of serious injuries caused by traffic related infractions.
4. Select projects that are likely to be sustainable with additional financial support by local/general funds.
 - Projects that support VIOHS goals throughout the Territory
 - Projects that creatively incorporate “alcohol awareness and occupant protection safety”
 - Projects that are geared to address traffic records data connectivity
 - Projects from governmental agencies and nonprofit organizations that have Territory-wide significance and address the federal areas under the Safe, Accountable, Flexible and Efficient transportation Equity Act: A Legacy for Users (SAFETEA – LU), as well as the Moving Ahead for Progress in the 21st Century Act (Map-21)
 - Projects geared toward providing increased Public Information and Education Outreach

To better target contributing factors unique to the Territory’s highway safety problems, the VIOHS has also analyzed injury crash data using Report Beam and other data sources. The VIOHS staff reviews the data over a period of 5 years, identifies the most significant problems and decides who should be funded and at what level. The projects that are closely related to the most recently published Countermeasures that Work, is given priority. These are projects that will have the greatest impact in reducing traffic crashes, fatalities and injuries based on the scale of injury crashes defined in the *Virgin Islands Uniform Crash Report Instruction Manual* as:

- Complain of Pain: No visible injury. This is a verbal complaint of an injury by the driver/occupant.
- Moderate: Visible injuries that include abrasions, cuts, lacerations and/or broken bones.
- Life Threatening: Injuries where there is a high probability of the loss of life. Note that “life threatening” is also considered as the VI’s “Serious Injuries”.
- Killed: Driver/occupants were killed from injuries sustained as a result of the collision.

Funding may also be available for projects in other program areas if there is documented evidence of an identified problem.

The VIOHS seat belt survey data shows a commendable increase from 66.1% in 2014 to 82.7% in 2015, and 76 impaired driving arrests when compared to the 88 in the previous year. Based on the 2015 VIOHS Attitudinal and Awareness Survey and public complaints expressed on “The Cops Show” aired via radio on Saturday mornings,

distracted driving amongst motorists have increased. Hence, more education is needed to heighten the awareness of sharing the road when operating a vehicle and the effects and impact of distracted driving.

The respective coordinators in collaboration with the VIOHS Director and the Regional Office discuss components of the application that requires additional details and supporting documentation from grantees. Funding levels are discussed with the project managers and with his/her superior if necessary. The project managers are informed about items which are unallowable and charges and equipment that does not meet or fulfill the objectives and goals of the program.

PROBLEM IDENTIFICATION/ FINDINGS

Table 1: Traffic Safety Performance Measures for the US Virgin Islands

CORE PERFORMANCES			2011	2012	2013	2014	2015	5 Year Average	2017 Target
C-1	Traffic Fatalities	Annual	8	14	9	12	14	11	10
C-2	Serious Injuries	Annual	12	9	16	13	16	13	12
C-3	Fatalities/VMT	Annual	N/A	N/A	N/A	N/A	N/A	N/A	N/A
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	Annual	4	1	2	4	3	3	2
C-5	Alcohol-Impaired Driving Fatalities	Annual	0	4	3	0	1	2	1
C-6	Speed-Related Fatalities	Annual	3	4	4	5	2	4	3
C-7	Motorcyclist Fatalities	Annual	1	7	1	2	2	3	2
C-8	Unhelmeted Motorcyclist Fatalities	Annual	0	2	0	0	0	0	0
C-9	Drivers Age 20 or Younger involved in Fatal Crashes	Annual	0	0	0	2	3	1	0
C-10	Pedestrian Fatalities	Annual	2	6	4	3	2	3	2
C-11	Bicyclist Fatalities	Annual	0	0	0	0	0	0	0
CORE BEHAVIOR MEASURES			2011	2012	2013	2014	2015	5 Year Average	2017 Target
B-1	Observed Seat Belt use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)		84.4	77.9	76.8	66.1	82.7	77.5	84.0
ACTIVITY MEASURES			2011	2012	2013	2014	2015	5 Year Average	2017 Target
A-1	Number of Seat Belt Citations Issued During Grant Funded Enforcement		665	258	102	472	1279	555	1500
A-2	Number of DUI Arrests Made During Grant Funded Enforcement		4	0	2	16	0	4	20
A-3	Number of Speeding Citations Issued During Grant Funded Enforcement		N/A	N/A	509	N/A	5	102	500
A-4	Number of Interventions Issued During Grant Funded Enforcement		N/A	N/A	N/A	N/A	N/A	N/A	500

Sources: 2010 – 2015 crashes and injuries amount were obtained from the Traffic Crash Report database (Report Beam). The impaired driving arrests and traffic violation data was obtained from the Virgin Islands Superior Court.

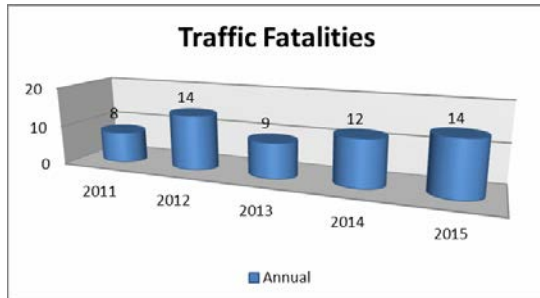
Note: The data for the speeding citations for 2011, 2012, 2013, and 2014 grant years were not recorded. This did not occur as a result of a program not being in place. As a corrective action measure, the VIOHS will ensure close monitoring of grants and program activities and reports will be evaluated, the data will be collected to ensure that the accurate evaluation of program effectiveness is done.

Also, the VIOHS, during its initiatives, and checkpoints the Virgin Island Police Department conducts doing random stops, as such every car is counted and labeled as “interventions.” For FY 2017 the VIOHS will report in the number of interventions conducted during grant funded activities. During each stop where an infraction has not occurred the police officer would inform the driver and passengers that they are conducting sobriety checkpoints. The officer would tell them not to drink and drive, and issue educational brochures and pamphlets by means of way educating the public.

CORE OUTCOME MEASURES (10)

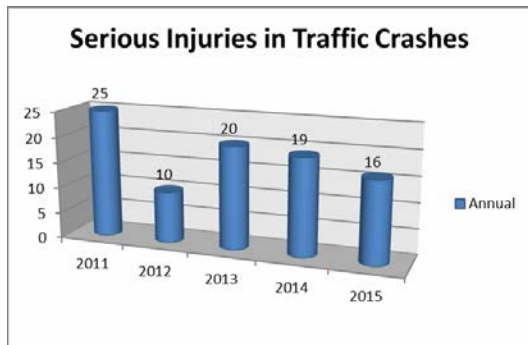
C-1 Traffic Fatalities/Fatal Crashes

To decrease traffic fatalities (vehicles) by nine percent (9%) from the 2011 – 2015 calendar base year average of eleven (11) to ten (10) by December 31, 2017.



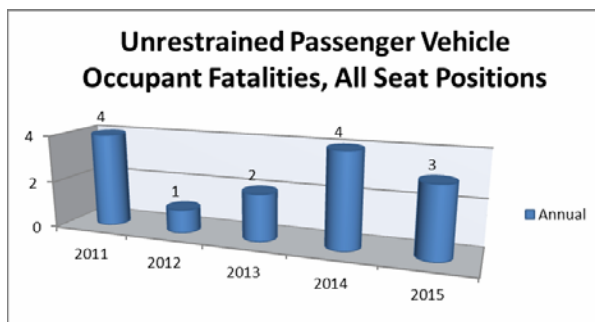
C-2 Serious Injuries

To decrease serious traffic injuries by eight percent (8%) from the 2011 - 2015 calendar base year average of thirteen (13) to twelve (12) by December 31, 2016.



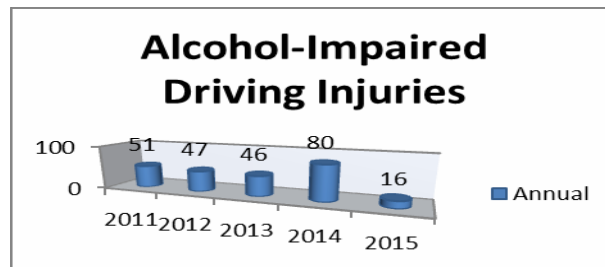
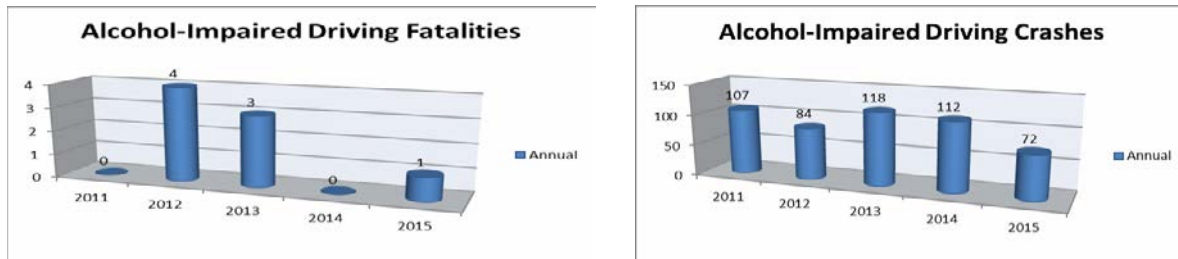
C-4 Unrestrained Passenger Vehicle Occupant Fatalities

To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by thirty-three percent (33%) from the 2011 – 2015 calendar base year average of three (3) to two (2) by December 31, 2017.



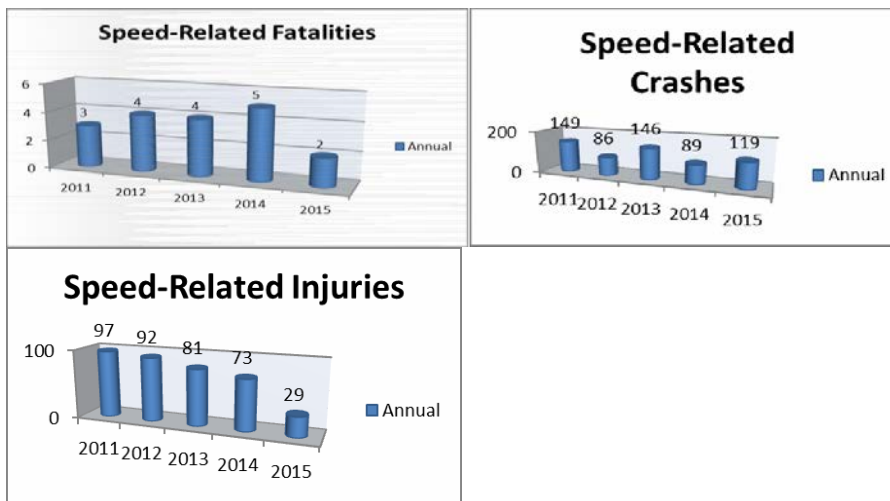
C-5 Alcohol Impairment Driving Fatalities

To decrease by fifty percent (50%) the current alcohol impaired driving fatalities from the 2011 – 2015 calendar base year average of two (2) to one (1) by December 31, 2017. (The fact stands that the alcohol impaired driving fatalities are relatively low. The numbers are real and are reflective of the drivers of the vehicles that are fatal. This is done through the coroner’s report generated from autopsies being performed. The Territory however, does not record data on whether or not the passengers that may be in a vehicle are alcohol impaired.)



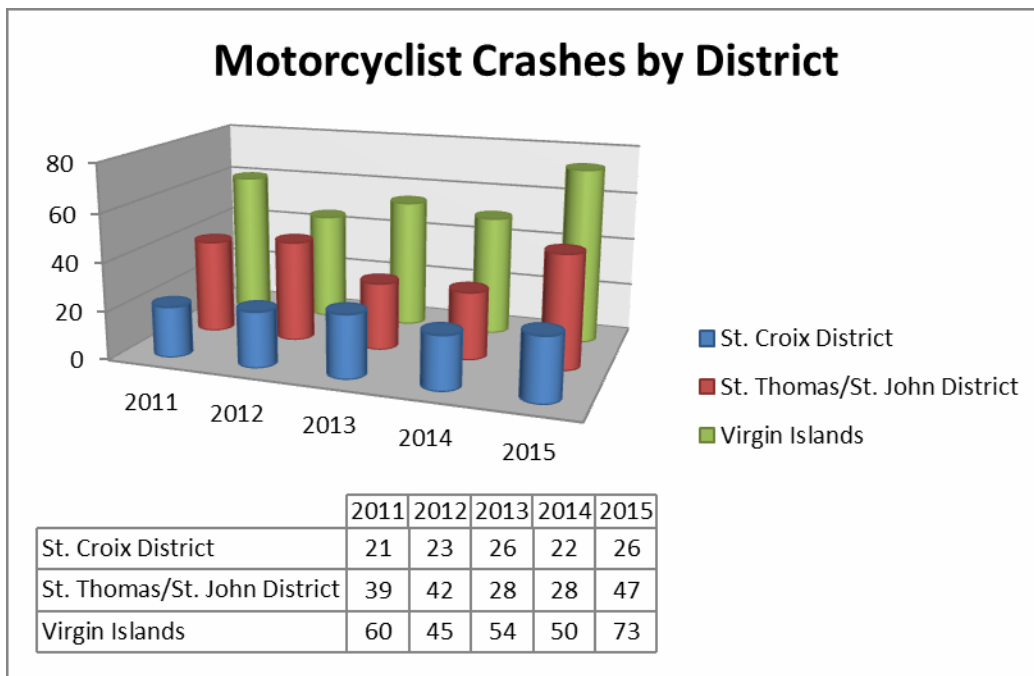
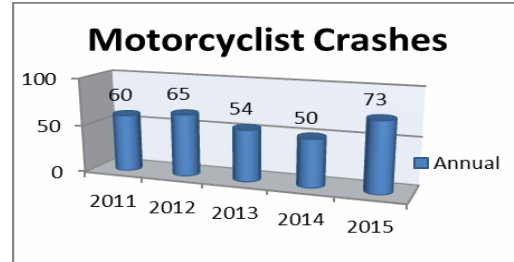
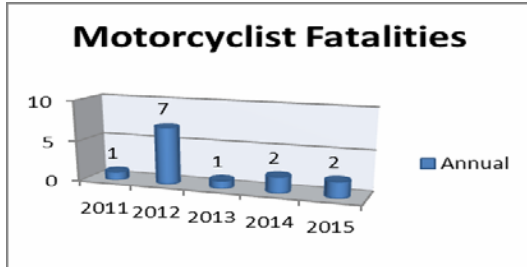
C-6 Speeding Related Fatalities

To decrease speeding related by twenty-five (25%) percent from the 2011– 2015 calendar base year average of four (4) to three (3) by December 31, 2017.



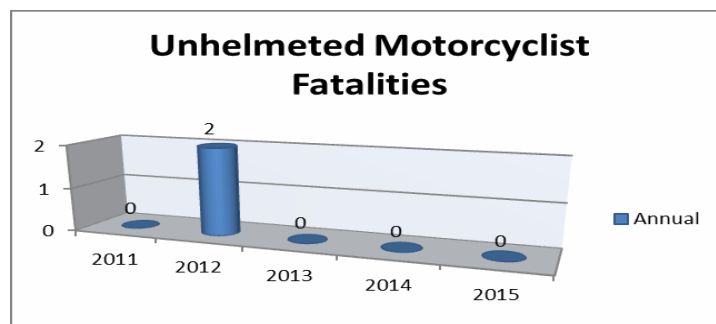
C-7 Motorcyclist Fatalities

To decrease motorcyclist fatalities thirty-three percent (33%) from the 2011-2015 calendar base year average of three (3) to two (2) by December 31, 2017.



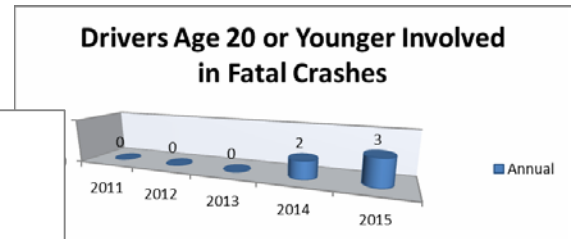
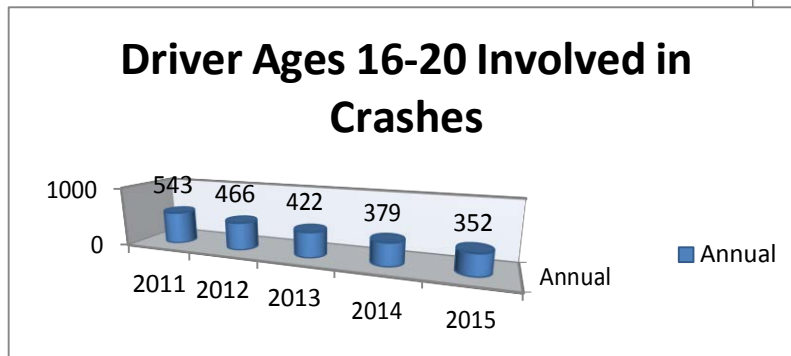
C-8 Unhelmeted Motorcyclist Fatalities

To maintain the unhelmeted motorcyclist fatalities from the 2011 - 2015 calendar base year average of zero (0) through December 31, 2017.



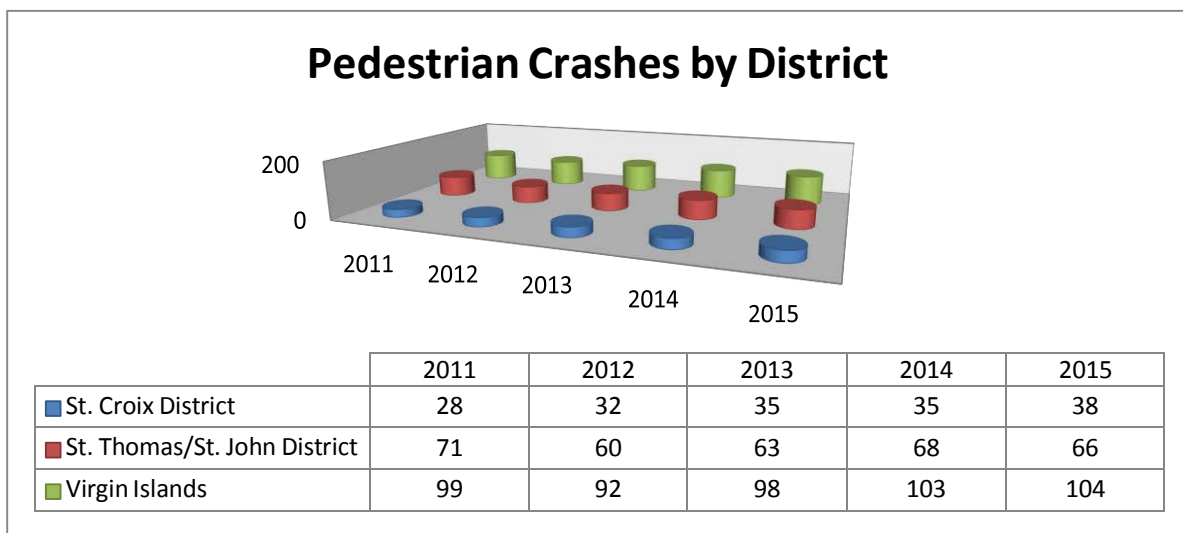
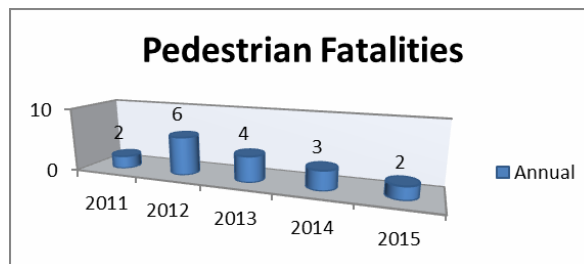
C-9 Drivers Age 20 or Younger Involved in Fatal Crashes

To decrease by one-hundred percent (100%) drivers age 20 or younger involved in fatal crashes from 2011-2015 calendar year base year average of one (1) to zero (0) by December 31, 2017.



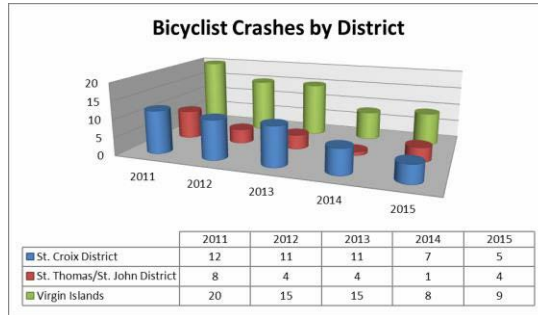
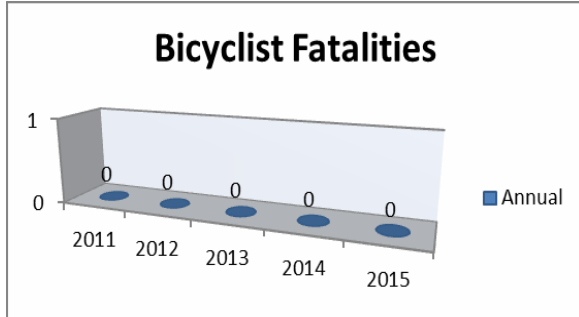
C-10 Pedestrian Fatalities

To decrease pedestrian fatalities thirty-three percent (33%) from the 2011 -2015 calendar base year average of three (3) to two (2) in December 31, 2017.



C-11 Bicycle Fatalities

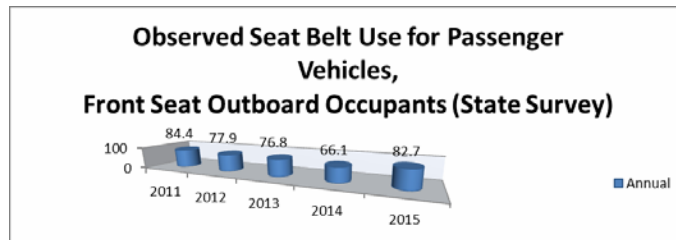
To maintain bicycle fatalities rate of zero (0) from 2011-2015 calendar base year average through December 31, 2017.



CORE BEHAVIOR MEASURE (1)

B-1 Seat Belt Use Rate (Observed Seat Belt Use Survey)

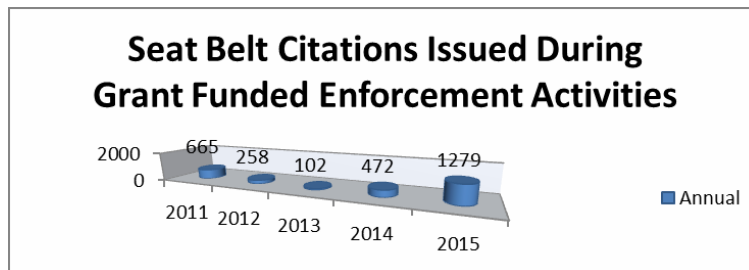
To increase territory-wide observed seatbelt use of front seat outboard occupants in passenger vehicles by 2 percentage points from 82.7 percent (82.7%) to eighty-four percent (84%) to continue increasing from the 2011 - 2015 calendar base year average usage rate of 77.5 percent by December 31, 2017.



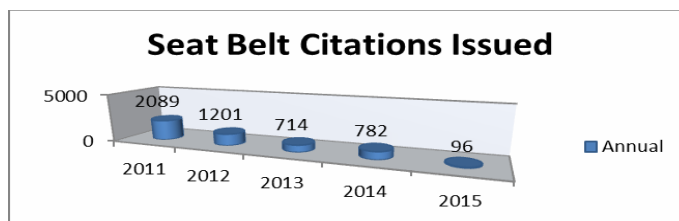
CORE ACTIVITY MEASURES (3)

A-1 NUMBER OF SEAT BELT CITATIONS ISSUED DURING GRANT FUNDED ENFORCEMENT

Continue seat belt enforcement activities and issuance of citations where necessary throughout the Territory to ensure the safety of the motoring public. Without setting a quota, continued grant funded and non-grant funded initiatives will aid in surpassing the 2015 amount of 1,279 for grant funded and seatbelt citations.

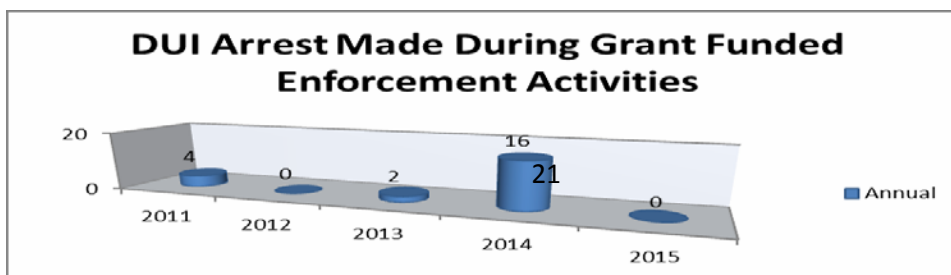


Although funding is provided for grant initiatives the VIPD continues to conduct seatbelt citations during non-grant funded local activities. Hence, an upward trend of seatbelt compliance has been observed.



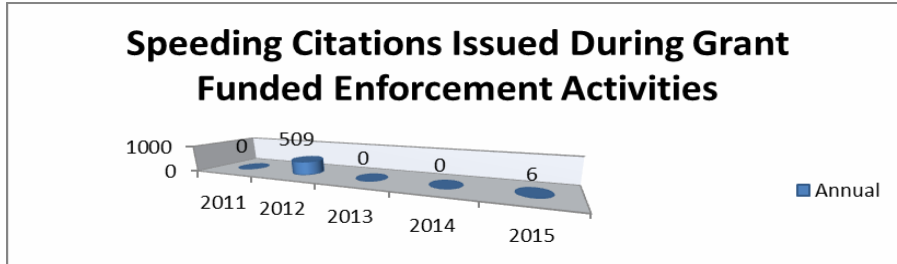
A-2 IMPAIRED DRIVING ARRESTS DURING GRANT FUNDED ENFORCEMENT

To increase territory-wide impaired driving arrests during grant funded enforcement by utilizing data such as the time of crashes. Data will also be looked at during FY 2017 to determine locations of where crashes are most prominent to ensure effective deployment of resources.

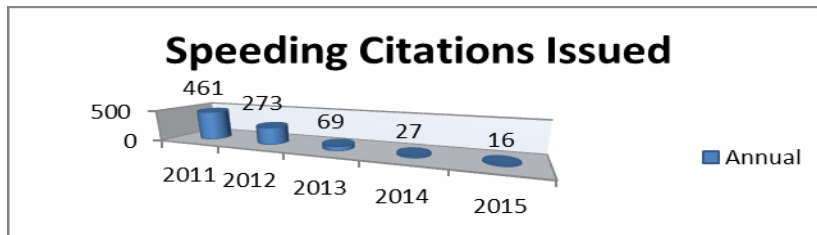


A-3 NUMBER OF SPEEDING CITATIONS ISSUED DURING GRANT FUNDED ENFORCEMENT

To increase territory-wide speed citations issued during grant funded enforcement through increased activity.



Although funding is provided for grant initiatives the VIPD continues to conduct speed enforcement and issue citations during non-grant funded local activities. With the re-establishment of the Police Traffic Services program in St. Croix and expansion to St. Thomas and St. John in FY 2017, the issuance of citations and deterrence of this risky behavior will be addressed. This will continue to be the trend, as an increase in enforcement activities continues to improve.



OTHER PERFORMANCE MEASURES

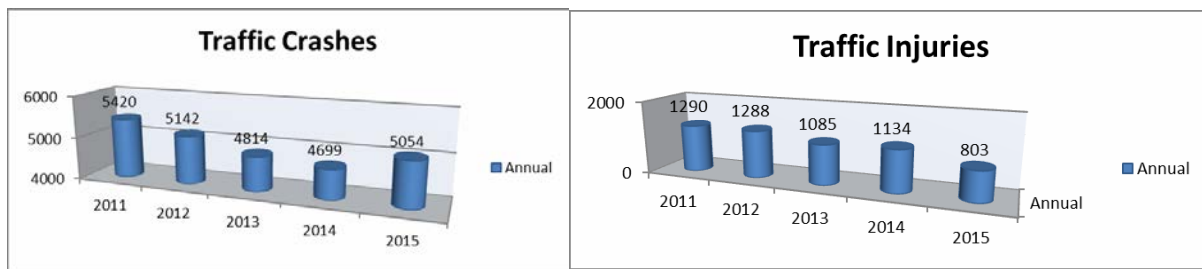
Distracted Driving: Increase awareness of the risks of distracted driving from a baseline of 0 responses in 2016 to a target of 100 by December 31, 2017.

The VIOHS through an attitude awareness survey started to collect data on distracted driving. Survey results that will evaluate the drivers' attitudes regarding the risks of various distractions and the perceived risk of receiving a citation under distracted driving laws will be reported in FY 2016 Highway Safety Plan Evaluation Report.

CRASHES/INJURIES

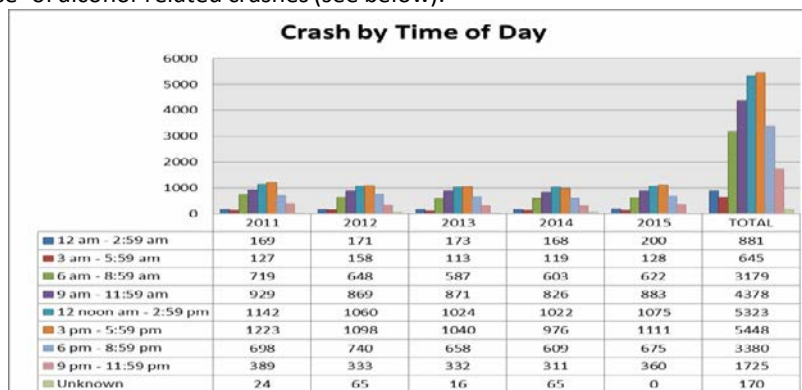
There were 355 more crashes in the Territory during 2015 from 4,699 to 5,054 or an 8% increase. Although this is under the five year average of 5,025, this is alarming. As such, the VIOHS will look at the contributing factors of the crashes and provide education and public information on these behaviors.

The numbers of injuries resulting from roadway crashes in 2015 were 331 less or 29% less, than the 1,134 injuries that occurred in 2014. Injuries resulting from crashes represented 16% of all crashes occurring in 2015 compared to 24% of 2014. Over the last five years, the average number of injuries (which includes complain of pain; moderate; life threatening; and killed) from roadway crashes has been 1,120.



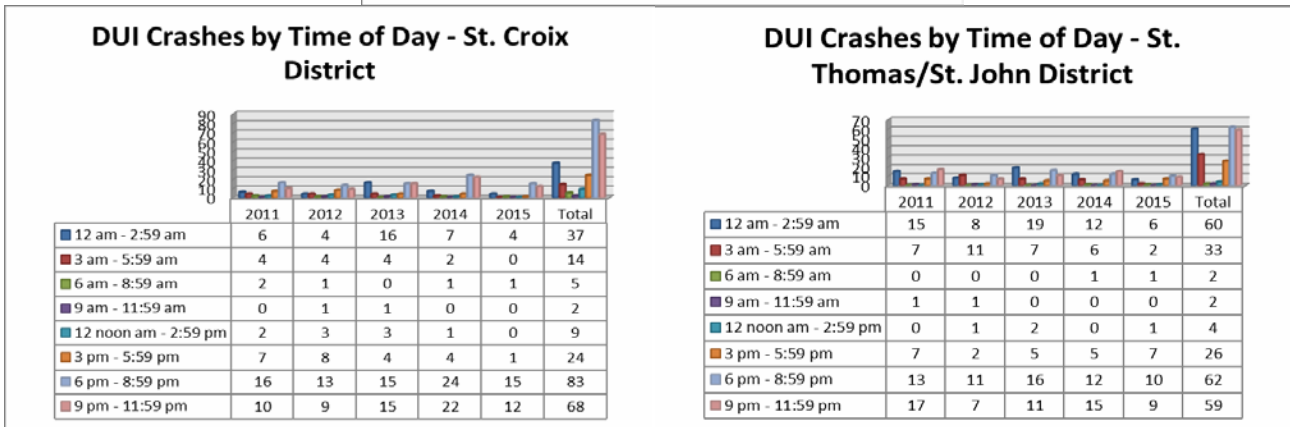
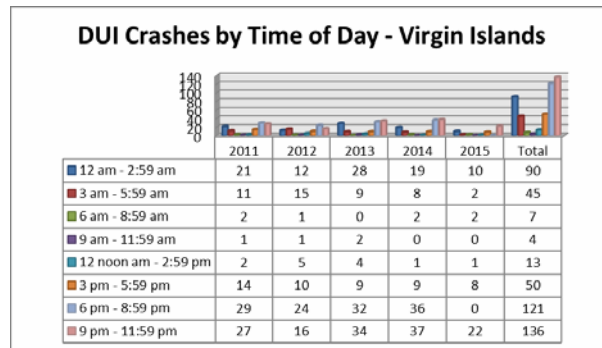
CRASHES BY TIME OF DAY

The time of day appears to influence the number of crashes that occur. More crashes occur between the hours of 3:00 pm through 5:59 pm (1,111 crashes) and 12 noon through 2:59 pm (1,075) than the other times of day. Fewer crashes occur between the hours of 3:00 am through 5:59am (128 crashes) and 12:00 am through 2:59am (200 crashes). This increase in crashes can be attributed to the fact that more vehicles are on the roadways during lunch time and the end of the school day and workday which ends at 5:00pm. On the interim, the times of the day that reflects the least amounts of traffic can be contributed to the cultural practices of not having overnight traffic on the roadways, except in the case of alcohol-related crashes (see below).



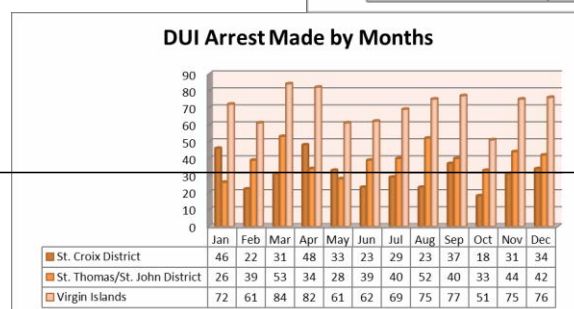
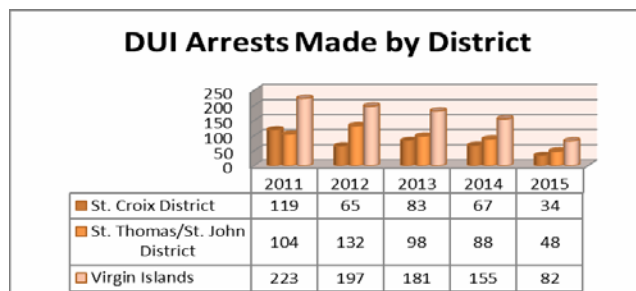
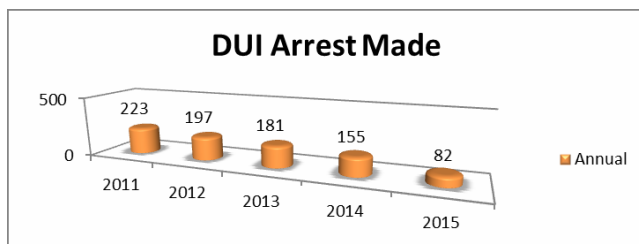
DUI CRASHES BY TIME OF DAY

During calendar year 2015 the most DUI crashes territory-wide occur between the hours of 6:00 pm through 2:59 am that has a combined amount of 57. However, the least amount of DUI crashes occurs during 3:00 am through 5:59 pm that has a combined amount of 13 DUI crashes.



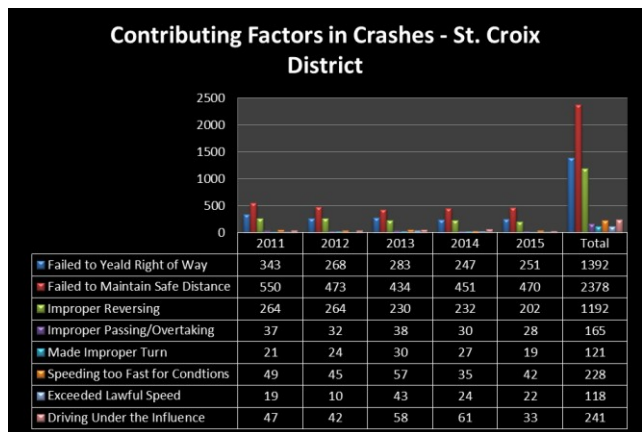
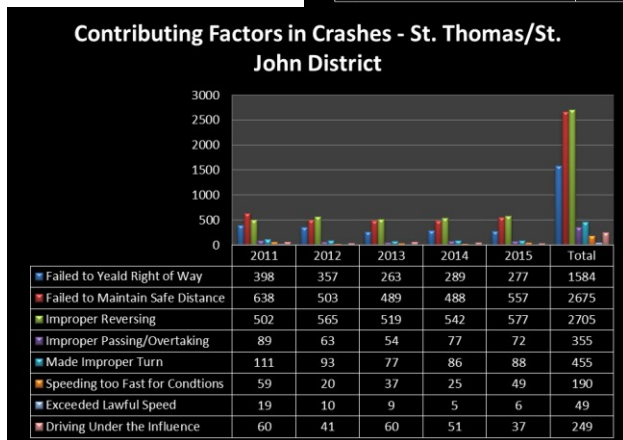
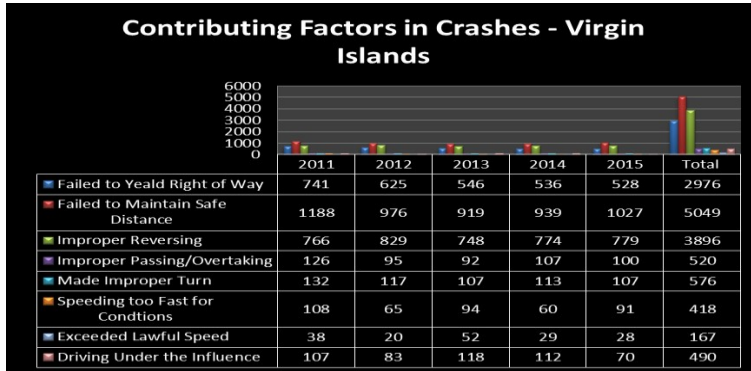
DUI ARRESTS MADE

DUI Arrests have decreased from 155 in 2014 to 82 in 2015. Most of the DUI Arrests made in the St. Croix District occurred during the month of April and in the St. Thomas/St. John District during the month of March. The data shows that there are higher numbers of DUI arrest made during the spring and not during the national crackdown for several reasons. During the spring time, the Easter Holiday occurs within the Territory. This is a five (5) day weekend that occurs annually, as a local initiative, enforcement is done. Additionally, enforcement is done during the Carnival Seasons in April, July, and December through January respectively, Mother's Day weekend, Father's Day weekend, and during any major sporting or concert activities occurring within the Territory.



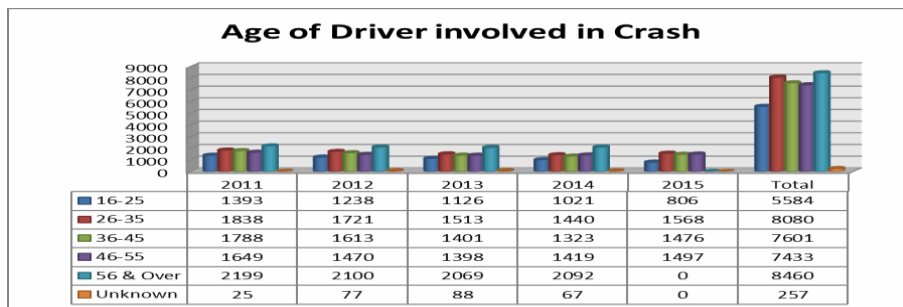
CONTRIBUTING FACTORS TO VEHICLE CRASHES

While the Territory has realized a decrease in the number of overall crashes, our understanding of the causative elements is growing, as VIPD continues to improve its documentation of contributing factors to crashes. The leading contributing factor over the years have been failure to maintain safe distance followed by improper reversing and failure to yield to the right of way, which remained constant for the districts of St. Croix and St. Thomas/St. John.



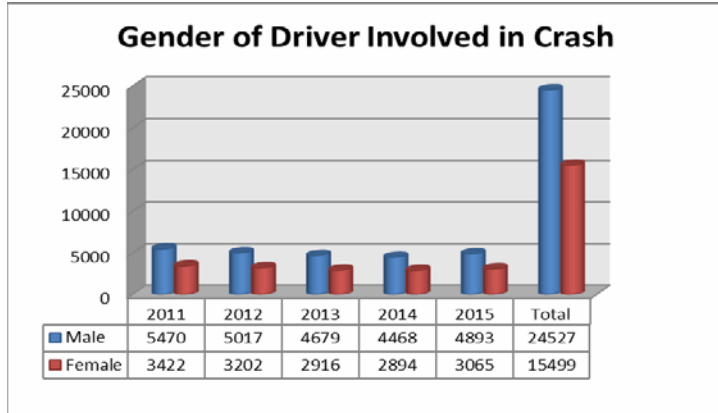
CRASHES BY AGE GROUP

Through the analysis of data for calendar year 2015 drivers within ages 26 – 35 were involved in crashes (1,568) followed by ages 46 – 55 (1,497) and ages 36 – 45 (1,568). As such, continued messages on sharing the road and safety tips to provide education will be done during FY 2017.



CRASHES BY GENDER OF THE DRIVER

Male drivers were involved in majority of the crashes (4,893) or 61.48% in the Territory for calendar year 2015 when compared to women (3,065) or 38.51%. The reasoning for this is unknown. However, through the VIOHS attitude awareness survey that will be done during FY 2017 may be able to determine the contributing factor(s) of this occurrence.



HIGHWAY SAFETY PLAN PROJECTS



PLANNING AND ADMINISTRATION PROGRAM

MANAGEMENT PROGRAM

Planning and Administration – USVI

Proposed Budget: \$294,076.00

Funding Source: Carry Forward Funds §402 - \$210,595.00

Expected Funds: \$83,481.00

The Planning and Administration grant covers the core management and operational activities the VI Office of Highway Safety conducts to ensure that the federal funds are used to aid with problem identification and strategies that will make an impact on the number of crash related deaths and serious injuries. These funds will be used to administer the monitoring, implementation, development and evaluation of the Highway Safety programs in accordance with local and federal procurement processes for the US Virgin Islands. This will include evaluation of each highway safety program; staff and training for efficient, accurate and timely operation and travel to conferences such as GHSA annual conference, LifeSavers, regional meetings and any other NHTSA sanctioned meetings, workshops or conferences. A portion of these funds will continue to be used for salaries of the Fiscal Officer, the newly created position of the Crash Analyst that will account for fifty percent (50%) of the proposed budget. Additionally, related professional services, inter island travel and accommodations for meetings, travel to attend conferences, workshops and seminars aimed at improving knowledge and accountability to local government, regional and national agencies, and the purchasing of supplies and equipment will account for thirty percent (30%) of the proposed budget. For years, the VIOHS has struggled with its law enforcement strategies and the effective use of manpower for grant-funded initiatives. As such, funding under this project will also include a Law Enforcement Liaison (LEL) under professional services or twenty percent (20%) of the proposed budget, to build bridges between the officers and the community to help change perceptions and improve overall community safety. Moreover, this grant funding will hire a full-time Crash Analyst. This position will facilitate the collection and analysis of data to identify areas and infractions that are most common to monitor progress and make adjustments if necessary to existing programs under the VIOHS.

SUB-GRANTEE PROGRAMS

Attitude and Awareness Survey -USVI

Proposed Budget: \$75,000.00

Funding Source: Expected Funds §402 - \$75,000.00

The VIOHS will develop a public awareness and attitudinal survey that measures behaviors, media, and enforcement conducted on traffic safety issues such as alcohol, safety belts, and speeding. The survey will target young and older drivers, child passenger safety, aggressive and distractive driving, as well as motorcycles. The survey will also cover the public's attitude on the effectiveness of enforcement activities that has been increased during the last fiscal year.

Paid Media Traffic Safety Outreach - USVI

Budget: \$75,000.00

Funding Source: Carry Forward Funds \$402 - \$50,000.00

Expected Funds: \$25,000.00

The VIOHS will develop traffic safety campaigns based upon NHTSA's safety campaigns and advertisements, by means of the VIPD Public Information Officer and the territory's media electronic and print outlets to create a comprehensive media outreach plan that increases public awareness of pedestrian, distracted and aggressive driving and other National Highway Safety campaigns not represented by a direct program or enforcement schedule, such as the Motorcycle Safety, Texting can Wait, and Share the Road Safety campaigns. Distraction occurs when a driver "is delayed in the recognition of information needed to safely accomplish the driving task because some event, activity, object, or person within or outside the vehicle compels or induces the driver's shifting attention away from the driving task." The presence of a triggering event distinguishes a distracted driver from one who is simply inattentive or "lost in thought". With that being said, the VIOHS has noticed through observation, an increased trend in distracted driving of motorists' texting while driving, and using a cell phone while driving. With the most alarming distraction being texting while driving as text messaging requires visual, manual, and cognitive attention from the driver, the VIOHS will increase public awareness of distracted driving. An educational media campaign, through a media campaign that will run ads through various communications medium will be developed. The VIOHS will develop a media plan that informs the public of the risks of distracted driving and emphasize on the risk of citations and other consequences by September 30, 2017. The VIOHS will use these funds to initiate and develop a comprehensive Communication Plan to ensure that the message is out there to help the VIOHS reach its overall mission of reducing death and injury on the roadways. Targeted goals are as follows: to issue at least four (4) media releases by September 30, 2017, and an additional four (4) media releases by September 30, 2018. In addition, the VIOHS plans to work with the media to report on collisions caused by distracted driving.

PREVIOUS YEAR PERFORMANCE REPORT

The VIOHS Planning and Administration (P&A) program was able to achieve at least part of the grant objectives in FY 2015. Primarily, the VIOHS Director held several staff meetings during the fiscal year to discuss program updates as well as other office related information. During the fiscal year, the P&A program managed and developed vouchers, the annual Highway Safety Plan for Fiscal Year 2016, as well as program evaluation. During the course of the fiscal year the Director of the VIOHS, and the Fiscal Officer (staffed under the P & A program), and the VIPD's Chief Financial Officer attended several trainings throughout the fiscal year. The training afforded not only the opportunity for a new Director to be trained and gather a better understanding the program requirements needed to operate a functional and compliant Highway Safety Office. In past fiscal years, the Virgin Islands Office of Highway Safety was not submitting vouchers to NHTSA for reimbursement, providing the needed review and oversight of its financial management responsibilities, or meeting slated deadlines. During fiscal year 2015, seven (7) vouchers were submitted for reimbursement to NHTSA.

EFFECTIVENESS OF STRATEGIES SELECTED

Mass Media Campaign (Countermeasures that Work 2013)

A mass media campaign consists of intensive communications and outreach activities regarding alcohol-impaired driving that use radio, television, print, and other mass media, both paid and/or earned. Mass media campaigns are a standard part of every State's efforts to reduce alcohol-impaired driving. Some campaigns publicize a deterrence or prevention measure such as a change in a State's DWI laws or a checkpoint or other highly visible enforcement program. Others promote specific behaviors such as the use of designated drivers, illustrate how impaired driving

can injure and kill, or simply urge the public not to drink and drive. Campaigns vary enormously in quality, size, duration, funding, and every other way imaginable. Effective campaigns identify a specific target audience and communications goal and develop messages and delivery methods that are appropriate to and effective for, the audience and goal (Williams, 2007).

In accordance with this countermeasure, the VIOHS mass media campaign will consist of intensive communications and outreach activities regarding alcohol - impaired driving that use radio, television, print, and other mass media, both paid and/or earned. Some campaigns publicize a deterrence or prevention measure such as a change in a State's DWI laws or a checkpoint or other highly visible enforcement program. Most mass media campaigns are not evaluated. Elder et al. (2004) studied the few available high-quality evaluations. The campaigns will be evaluated to make sure they are carefully planned, well-funded, well-executed, achieved high levels of audience exposure (usually by using paid advertising), had high-quality messages that were pre-tested for effectiveness, and were conducted in conjunction with other risky driving activities. The VIOHS will diligently work on developing a comprehensive media plan through contractual services with full details of carefully planned objectives and areas to address.



IMPAIRED DRIVING PROGRAM

MANAGEMENT PROGRAM

Impaired Driving Program Management– USVI

Proposed Budget: \$ 160,304.00

Funding Source: Carry Forward Funds §402 - \$100,304.00

Expected Funds: \$60,000.00

The Impaired Driving program is built upon 2011 to 2015 statistics, coupled with feedback from the Virgin Islands communities in regards to alcohol-related crashes, arrests, and injuries. Although the numbers are minimal, it is a small community and one crash/arrest/injury has a huge impact on the Territory. The Impaired Driving Program serves as the primary source of information and education for the public about the dangers of drinking and driving, as well as impaired driving enforcement. To initiate a change in this area of concern, the program will focus on prevention and intervention initiatives and activities. The program will also implement new strategic plans, which are based on the overall mission and vision of the Office of Highway Safety in conjunction with the Uniform Guidelines for State Highway Safety Programs. For enhanced productivity and effectiveness, training for the Alcohol Safety Program Coordinator, will be offered under the FY2017 Courses schedule to ensure that the understanding of program guidelines and best practices are followed and enforced.

The Impaired Driving Program will conduct presentations to various groups such as high-school students in efforts of curtailing and preventing risky behaviors associated with alcohol related variables. Additionally, the Impaired Driving Program will collaborate on other alcohol prevention projects with non-profit, community organizations to support public information and education through various medium on alcohol safety. Implementation will be done through the Management portions as well as sub-granted projects to aid in the reduction of drunk driving and underage consumption of alcoholic beverages. During the 2017 fiscal year, the program will incorporate quarterly reviews and monitoring of all alcohol projects to ensure that the sub-grantees are following through with their implementation plans. After each site visit, the coordinator will be responsible for reporting all findings to the Director and preparing letters to sub-grantees indicating the findings, expectations for future site visits and any recommendations deemed necessary. Partnership with the Department of Education will provide support in conducting the Youth Risk Behavior Survey to capture risky behaviors that leads to mortality among youth that are often established during adolescence and are interrelated and preventable especially with the alcohol-related behaviors. This project also has oversight of the Impaired Driving Enforcement grants.

SUB-GRANTEE PROGRAMS

Impaired Driving Enforcement Program– USVI

Proposed Budget: \$250,000.00

Funding Source: Carry Forward Funds §402 - \$250,000.00

St. Croix District Budget: \$140,000.00

St. Thomas / St. John Budget: \$110,000.00

Considering the decrease of DUI arrest from FY2011 to FY 2015, there is a dire need to continue to conduct activities highlighted as effective countermeasure within the Territory. . As a result, a high priority will be placed on enforcement initiatives, sixty-five percent (65%) of the overall budget will be used in this area; another high priority focus will be on increased training for officers this will utilize twenty-five percent (25%) of the budget, the remaining ten percent (10%) will be used for supplies and maintenance. Since there has been a decreased number of DUI arrests and the St. Croix District yielded the lowest numbers amongst the two districts; more monies will be budgeted for the St. Croix district to ramp up their enforcement efforts.

Initiatives sought for FY2017 remains to include high visibility checkpoints and saturation patrols throughout the Territory during the National Highway Traffic Safety’s Mobilization scheduled dates and during local holidays as sustained enforcement initiatives. Revamping of resource deployment under this program will be done. Based on the data gathered, police officers and supervisors will be deployed in areas identified as the most prevalent for crash occurrence. This will include, but is not limited to, the fluctuation of the times the enforcement activities are done, but also the locations as well. Proposals have been written for enforcement initiative to occur with a scheduled amount of officers and supervisors to work initiative. Unfortunately, this has not been happening. As a corrective measure, the VIPD Commissioner will direct Chiefs to place overtime patrols on traffic enforcement details, as established by the Traffic Commanders in conjunction with VIOHS campaigns. The DUI Enforcement Van will house the equipment needed to aid the enforcement and securing arrestees in the field. Visible presence of the VIPD and the enforcement initiatives will reduce the amount of DUI crashes, injuries, and fatalities.

In-service trainings will continue to occur throughout the Fiscal Year and will be offered through the VIPD as refreshers. Specialized certification trainings of officers as Drug Recognition Expert, SFST and ARIDE, will be conducted. There is a dire need for officers to receive specific trainings to ensure that they are competent and equipped to perform alcohol related tasks. Having well trained officers skilled in the detection and identification of impaired persons by alcohol and/or drugs will increase the number of DUI arrests made during grant funded and non-grant funded initiatives. With a focus shift and expansion efforts, officers will not only be trained from the Traffic Bureau of the VIPD, but from other bureaus within the department, eliminating patrol officers’ inability to intervene when offenses are encountered. VIPD patrols will monitor roadways in the vicinity of local businesses that serve alcohol, to include clubs, bars and restaurants during grant funded and non-grant funded activities.

Alcohol impaired driving injuries, crashes and fatalities from FY 2015 shows significant decreases in DUI related offenses. The Traffic Bureau will distribute informational material to drivers 16 and older geared towards educating the motoring public about impaired driving during enforcement waves in a continued effort to highlight the dangers of impaired and distracted driving. Impaired Driving materials will be available to the public at The Office of Highway Safety, Command Centers, VIPD’s Record’s Division, Internal Affairs and Human Resources Offices, in the form of program brochures and pamphlets. Information will also be available during enforcement activities that are non-grant funded. The Virgin Islands Police Department will also partner with the Virgin Islands Office of Highway Safety to conduct Public Information Announcements. Radio talk shows will be attended to inform and educate the public about the dangers and consequences of operating a vehicle under the influence of alcohol and/or drugs.

Continuous training is vital to increase officers’ knowledge, and to gain confidence when encountering DUI motorists. Officers will be trained on how to properly detect, administer and prepare documentation to convict

DUI motorists. Continuous in-service training will be conducted to ensure that officers are proficient in detecting, testing, documenting and testifying relative to DUI violators. Training will also be provided on advance roadside impaired drug enforcement.

Youth Alcohol Program (Seventh Day Adventist) USVI

Proposed Budget: \$24,699.00

Funding Source: Carry Forward Funds \$402 - \$24,699.00

The mission of this program is to educate and bring awareness to youth of the territory, empowering them to become responsible citizens, and positive agents in our fight against alcohol use among youths. Through comprehensive preventative programs, the "Too Smart to Start" Youth Group will conduct programs, events, training and will inform the community of the dangers of underage drinking in the Virgin Islands through the fostering of positive relationship with the youths.

Results from the 2011 Youth Risk Behavior Survey conducted by the VI Department of Education found that 25% of respondents stated that they have had at least one drink of alcohol, at least once or twice. Results from the study also showed that 15.8% of teens had their first drink at the age of 13 or 14. The survey also yielded that over the past 30 days, 19.4% of the respondents stated that in a one to two day period, they had at least one drink of alcohol. This population targeted in the survey is part of the driving population. As such, the program is necessary to deter this risky behavior. Project funds will coordinate with businesses and faith based organizations to provide education on the dangers of underage drinking and driving. The project will focus on youth in the identified age group needing intervention and support. Despite the Fiscal Year 2016 difficulties that occurred and the program not being able to commence in a continued effort to highlight the dangers of impaired and distracted driving. Technical support will be given to sub-grantee in efforts of restructuring, rebuilding, and expanding the program. The data shows that less youth were involved in DUI related crashes in 2015 in comparison to 2014; thirty three (33) were reported in 2015, whereas, sixty-one (61) DUI related crashed were reported in 2014. With the restricting and expansion of this program and with sub grantee technical support, more of youth will be educated on the dangers of impaired driving. Although this program was previously funded, these corrective and improvement methods will have a positive impact on the St. Croix community.

DUI Offender – USVI

Proposed Budget: \$35,000.00

Funding Source: Carry Forward Funds \$402 - \$35,000.00

Clients for this program will be identified through referrals from the courts, and networking with others agencies in the community including the Department of Health, Department of Human Services, Department of Education, Eagles Nest, Ten Thousand Helpers, Juan F. Luis Hospital, Catholic Charities, and Public Defenders Office to name a few. During FY 2016, there was a conflict between the courts and the DUI Offender program in identifying DUI Offenders and obtaining referrals. However, in recent months the relationship between the courts and the DUI Offender program has improved. There is now a steady increase in the number of offenders being referred to the program.

This project will focus on motivational intervention for court referred impaired driving offenders on St. Croix. The project will be offered in English and Spanish through the use of videos and printed materials in 5-week cycles, 2 sessions per week with a time duration of 2 hours per session. The aim will be for participants at the end of the 5-week cycle to demonstrate a change in attitude and behavior and be able to make conscious decisions not to drive after using alcohol and/or other drugs. Additionally, the goal of the DUI Program is to reduce the risk of recidivism amongst DUI Offenders. According to data collected from the Office of Probation, so far in 2016 there has been twenty (20) cases of DUI's and nine (9) of those were repeat cases. In an effort to reduce the cases of DUI's and repeat cases, St. Croix Mission Outreach aim to continue to partner with maximize the number of participants that will benefit from the DUII program. Staff will be trained and certified to ensure that best clinical practices are followed in

administering the program.

Youth Risk Behavior Survey-USVI Proposed Budget: \$28,000.00

Funding Source: Carryforward \$402 - \$28,000.00

The VIOHS will partner with the VI Department of Education to administer the Youth Risk Behavior Survey. This survey focuses on priority health-risk behaviors, which contribute to the leading causes of mortality and morbidity among youth and adults, often established during youth, extend into adulthood that are interrelated, and are preventable. The survey monitors six categories of priority health-risk behaviors among youth and young adults of which two includes unintentional injuries; driving under the influence or with someone who is under the influence; alcohol and other drug use.

PREVIOUS YEAR PERFORMANCE REPORT

In the most recent year of available data, there was one (1) alcohol-impaired driving fatality. This number will make the 2017 target of zero (0) alcohol-impaired driving fatalities reasonable and achievable. Through the development of safety messages; sub-granted interventions and public education and outreach the VIOHS expects to see a decrease in the amount of alcohol-impaired driving injuries from 80 to 16 displaying an 80% decrease from the 2014 reported amount.

During FY 2016, funds were utilized to carry out the Alcohol Safety Program and its projects' enforcement activities and other initiatives. Other accomplishments for Fiscal Year 2016 include campaigns and trainings attended by the Coordinator. The *Drive Sober or Get Pulled Over Campaign* was conducted. Public awareness of this activity was done through publishing in local and online newspapers respectively (The St. Croix Avis; The Virgin Islands Daily News; The Island Trader; and the St Croix Source). Additionally, banners displaying the messages "They'll See You Before You See Them-Don't Drink and Drive...Drive Sober or Get Pulled Over" were strategically placed throughout the island of St. Croix to promote the activity. The Virgin Islands Police Department conducted DUI checkpoints and saturation on drunk driving. The operation bore citations as follows: 21 seatbelt, 1 child seat, 5 driver's license plate, 1 speeding, and 17 other traffic violations; resulting in 84 citations and 54 interventions overall. On the other hand, the Alcohol Coordinator attended the Instructor

Development course in September 2015. The course discussed provided the Coordinator with the tools to develop presentations, manage the audience and improve public speaking skills which will help the Coordinator to effectively promote alcohol safety initiatives in the classroom and during outreach activities.

EFFECTIVENESS OF STRATEGIES SELECTED

Deterrence: Enforcement- Publicized Sobriety Checkpoint Programs (Countermeasures that Work 2013)

At a sobriety checkpoint, law enforcement officers stop vehicles at a predetermined location to check whether the driver is impaired. They either stop every vehicle or stop vehicles at some regular interval, such as every third or tenth vehicle. The purpose of checkpoints is to deter driving after drinking by increasing the perceived risk of arrest. To do this, checkpoints should be highly visible, publicized extensively, and conducted regularly, as part of a publicized sobriety checkpoint program. Fell, Lacey, and Voas (2004) provide an overview of checkpoint operations, use, effectiveness, and issues.

The Alcohol Safety Management Project will continue to disseminate information and educate the public about the dangers of drinking and driving via pamphlets and brochures. Increased partnerships with other agencies will result in conducting and evaluating the 2017 Youth Risk Behavior Survey. The survey will allow new strategies to be developed to address underage drinking and DUI risky behaviors displayed by high school students. The implemented activities will aid in the reduction of drunk driving and underage consumption of alcoholic beverages during Fiscal Year 2017.

Based on the 2015 the number of DUI related crashes and DUI arrests still pose a concern not only to the VIOHS, but to the community. Residing in communities that are small and family-oriented that everyone knows each other, DUI infractions have a huge impact on the community. Though, enforcement activities conducted resulted in zero (0) grant-funded DUI arrests. Hence, under the program for Fiscal Year 2017, the deployment of resources through data and observation will be done. Law enforcement officials will continue to work with the Legislature to attempt to amend the DUI fines. Additionally, the VIPD will continue with sobriety checkpoints, saturation patrols, and breath-testing devices in order to curtail drunk driving in the Virgin Islands. Officers are required to conduct enforcement during the national *Drive Sober or Get Pulled Over* campaign.

Increased training (in-service and in-territory) training courses such as SFST, DRE, and ARIDE will occur during FY 2017 (as previously mentioned). These trainings will be a part of the enforcement grant proposal to include train-the-trainer certification as well as utilizing trainings from the National Training Center and other program related training institutes and centers. This will augment for all officers to be able to conduct enforcement activities and initiatives non-grant funded and/or grant funded. For Fiscal Year 2017 sobriety checkpoints and saturation patrols will be implemented and sustained throughout the year in order for the Districts to realize the full potential of this countermeasure.

Deterrence: DWI Offender Treatment, Monitoring, and Control-Alcohol Problem Assessment and Treatment (Countermeasures that Work 2013)

It is widely recognized that many DWI first offenders and most repeat offenders are dependent on alcohol or have alcohol use problems. They likely will continue to drink and drive unless their alcohol problems are addressed. A DWI arrest provides an opportunity to identify offenders with alcohol problems and to refer them to treatment as appropriate. However, treatment should not be provided in lieu of other sanctions or as part of a plea bargain or diversion program that eliminates the record of a DWI offense.

The DWI Offenders program will be based on this countermeasure.

Youth Programs (Countermeasures that Work 2013)

States and communities have conducted extensive youth drinking-and-driving-prevention programs over the past 25 years. These programs seek to motivate youth not to drink, not to drink and drive, and not to ride with a driver who has been drinking. Although some programs use scare tactics, many employ positive messages and methods:

providing positive role models that discourage alcohol use, promoting positive norms that do not involve alcohol, and encouraging youth activities that do not involve or lead to alcohol use.

The Youth Alcohol Project will be expanded through the use of the results from the 2011 Youth Risk Behavior Survey as a countermeasure in targeted communities in the District of St Croix, by targeting youth and children identified as at risk for underage drinking. The overhauling of this program will develop intervention methods and practices that are proven to be effective based on evidence based studies with tweaks to accommodate the Virgin Islands cultural beliefs and practices.

Moreover, the media, as a source of education, will be employed in this project to bring awareness to the communities of the danger of alcohol as it relates to youths and their drinking behaviors. Community outreach summits and activities will also be a part of this program to influence and encourage change.



OCCUPANT PROTECTION PROGRAM

MANAGEMENT PROGRAM

Occupant Protection Management, USVI

Proposed Budget: \$150,000.00

Funding Source: Carry Forward Funds §402 - \$150,000.00

VIOHS' Occupant Protection program, assures that all citizens of the Virgin Islands are educated and motivated to use all available motor vehicle occupant protection systems 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.

The Occupant Protection Program will include the coordination of activities and overseeing projects that promote the usage of restraint systems through education and enforcement. A portion of these funds will also be used for personnel services of the coordinator, inter island travel and accommodations for meetings, travel to attend Lifesavers and Region 2 CPS conferences, financial management and grant management workshops and seminars aimed at improving knowledge. Supplies necessary to provide for the day-to-day operations of the program will also be purchased under this project. Administration will also include development and facilitation of public information and education projects, forums and provide status reports and updates on project activity to the Highway Safety Director and the NHTSA Regional Office and oversight of the occupant protection enforcement grants and 405b projects.

The Occupant Protection program had an assessment done as required by NHTSA in February 2015. Several recommendations were made. To address these issues in increments, the OP program has formed an Occupant Protection Task force that is comprised of a small core group of individuals that will now be responsible for recruiting new members to the Child Passenger Safety program, focused on more community outreach and conduct special CPS activities to include to seat clinics and checks. This in turn, alleviates some of the responsibilities from the OP Coordinator as suggested in the assessment. Another effort is to recruit new community partners to carry out the mission of the OP program, as well as coordinate an annual summit for technicians and stakeholders to recognize outstanding individuals in the Child Passenger Safety community, share ideas and provide innovative and new knowledge.

The timely availability of funds have enabled the VIPD to conduct overtime initiatives in a timely fashion, with increased manpower, citations and heightened enforcement during major activities and holidays in the Territory.

Efforts are being made by the Occupant Protection Coordinator, along with a media contractor to create a comprehensive media plan with a creative campaign to incorporate year round messages to target all at risk populations, create a resource kit, an Occupant Protection behavioral survey, and any other collateral materials to promote the Occupant Protection message.

Information gathered from the 2016 Seat Belt Summit, as well as the Traffic Commanders meeting with NHTSA established that better reporting strategies to capture data must be a focus. After action reports and monthly traffic reports are being sought to capture more accurate funded and non- grant funded initiatives. Funds will be provided to perform the statewide seat belt usage rate observation survey to determine the annual occupant seat belt usage rate for the Territory. The survey will be conducted by a vendor chosen through the bid process according to local procurement procedures during the latter part of 2017, but no later than September 1, 2017.

SUB-GRANTEE PROGRAMS

§402

Occupant Protection Enforcement- USVI

Proposed Budget: \$465,966.00

Funding Source: Carry Forward Funds §402 - \$405,966.00

St. Croix District Budget - \$236,982.00.00

St. Thomas/St. John District Budget - \$168,984.00

Expected Funds: \$60,000.00

The Occupant Protection Enforcement grants are responsible for enforcing the Occupant protection laws throughout the territory that may include working with other law enforcement agencies to increase occupant restraint citations through increased enforcement and officer training. The management and enforcement aspects of this grant work collaboratively to ensure that occupants traveling in vehicles on our roadways are safe on every trip, every time and those who do not comply are cited and educated thereby ensuring that they understand the seriousness of this offense.

The Child Passenger Safety Enforcement program requires a combination of legislation use requirements, enforcement, education, and incentive strategies necessary to achieve significant, lasting increases in seat belt and child safety seat usage. The VIOHS strives to prevent injuries and deaths to car driver and occupants by increasing enforcement efforts with the use of enforcement checkpoints and spotters during these initiatives to cite violators to encourage compliance with the law and educating the general public.

The increased seatbelt usage rate in the VI over the past year can be attributed to an increase in enforcement and citations being issued. Seventy percent (70%) of the grant funding will be sub-granted to the VIPD to implement seat belt mobilizations for overtime patrols. These funds will also be utilized to conduct data driven activities throughout the territory based on areas that are reported to have accidents where passengers are not wearing restraints, to include the "Click It or Ticket" mobilization as well as, other local mobilizations to enforce the seat belt law.

All education related occupant protection initiatives conducted will utilize materials such as program brochures, pamphlets, and activity books (tailored to outreach) and will utilize ten percent (10%) of the budget of the total budget. On the other hand, training is an essential part of the Traffic Bureau Commanders to ensure that resource deployment is sufficient and practical. The exposure to best practices and the ability to recognize areas for improvement is essential. Therefore, trainings such as technician training, Governors Highway Safety Association (GHSA), data analysis to implement high visibility enforcement amongst others that are deemed relevant will utilize the remaining twenty percent (20%) of the proposed project.

\$405b

Occupant Protection Signage Project-USVI

BUDGET: \$140,000.00

Funding Source: Carry Forward Funds §405B- **\$140,000.00**

According to the 2015 Observational Seat Belt Use Survey, there was a 16.6% increase in restraint usage compared to the past three years. In 2013 and 2014, there was an observed usage rate decrease of 10% territory wide; with St. Croix having the lowest rates of 71.4% and 58.3% respectively. Also observed was the use of non-cars (trucks, SUVs) to cars on the island of St. John and the number of female drivers compared to males who were less likely to wear seat belts.

In the approved 2016 grant, funding was provided in the amount of \$258,544.86. Of this amount, \$45,000.00 was utilized to purchase 200 signs to start the project Territory-wide. After lengthy meetings with the Department of Public Works, it was encouraged to place signs on all stop signs. In FY 2017, continued funding for this project will enable the VIOHS, with the assistance and collaboration of the Department of Public Works to complete this project, through the utilization of manpower to erect the signs in the Territory. These territory wide "Buckle Up" road signs will continually remind motorists of the safety precautions that should be taken when operating a vehicle, and the importance of minimizing injuries and deaths by buckling up. All "Buckle Up" road signage will be placed throughout the territory in areas designated by the Department of Public works. As per the 2015 OP Assessment, expanding on "the use of signage reminding motorists to buckle up, such as Buckle Up-It's the Law, and ensure signs are displayed on local roadways and at the parking lot exits across the islands" will help us in getting our message across and in achieving our 100% seat belt usage rate, while minimizing injuries and deaths. One-hundred percent (100%) of the funds identified for this proposed project is expected to be used through the purchasing of the remaining 650 signs that will be strategically placed throughout the Territory that have already been identified by the Department of Public Works.

Occupant Protection Task Force -

USVI

Proposed Budget: \$97,126.85

Funding Source: Carry Forward Funds MAP-21 §405 B - \$97,126.85

Based on recommendations from the 2015 Occupant Protection Assessment, VIOHS will conduct a territory-wide campaign to educate vehicle owners and potential passengers regarding the current laws in the Virgin Islands. This education outreach would be done in conjunction with churches, schools, non-profit organizations. The aim is to increase public awareness of the law and thereby raise the seatbelt use percentage in the Territory. This program will differ from that of the outreach activities being conducted under the OP Management. It will be branched out to different organizations to provide education to hospitals, health clinics and in daycares throughout the Territory, with the proper training in CPS laws and correct belt and seat usage. Education will be provided to parents/caregivers about choosing the right car seat for their child, the importance of registering car seats with the manufacturer, and what to expect if the seat is subject to a safety recall.

Child Passenger Safety Training, USVI

Proposed Budget: \$100,000.00

Funding Source: Carry Forward Funds MAP-21 §405 B - \$100,000.00

Funds will be used to train individuals who are interested in becoming instructors and technicians who have lost their certification. The 40 hour Standardized Child Passenger Safety (CPS) Training course will be offered across the territory, two (2) recertification classes will be conducted during the year to ensure that the territory has an adequate number of technicians to serve the public. The aim will be to increase the current number of technicians and instructors throughout the territory. As such, training will be extended to hospital nurses, staff, and community members who are willing and/or requesting to be part of the Child

Passenger Safety program. Presentations will be scheduled in conjunction with organizations and government entities to educate individuals about the risk, danger and crash dynamics of not using seatbelts or child safety seats on every trip every time they travel in a motor vehicle on roads and highways.

VIOHS will continue to maintain the child safety seat inspection fitting station at its headquarters on St. Croix at the VIOHS; Traffic Division of the Alexander Criminal Justice Complex in St. Thomas; St. Thomas Rescue; and at the Fire Prevention office in Cruz Bay, St. John. Approximately 6 child passenger safety clinics will be conducted. Educational materials such as activity books that promote the seat belt initiatives, and revised brochures that include the Territory's seatbelt law, will be purchased for distribution at designated child safety seat checkpoints throughout the Territory with approval from the Regional NHTSA office as regulated by the NTSA Memorandum of allowable costs.

The VIOHS will conduct safety seat checks throughout the territory using child seat safety technicians. The technicians will perform safety seat checks and conduct educational seminars to reduce the misuse and/or non-use of child safety seats. Funds will also be used to purchase child safety seats for distribution to families at seat check events and fitting stations, ensuring that no more than 5% of total S.405b funds will be used to purchase child safety seats for low income distribution programs as regulated by the MAP 21 regulations, 23 CFR Part 1200.21 (f) (1) (vi) that describes allowable use of grant funds for § 405.B Occupant Protection

Occupant Protection Summit, USVI

Proposed Budget: \$118,545.00

Funding Source: Carry Forward Funds MAP-21 §405 B - \$118,545.00

This 3-day Summit will serve as an opportunity for child passenger safety technicians, law enforcement, sub grantees and other partners to learn, share and gather best practices and to learn about occupant protection issues across the territory. It will also serve as the foundation for the 2018 Strategic Highway Safety Plan. Breakout sessions will be conducted to address safety belts and restraint issues, because it has been identified that access to occupant protection and technical data is complex in the Virgin Islands and the community is in need of this information to improve operations and practice as it pertains to Occupant Protection. Funding proposed will be used for presenters, meeting space, and lodging, all completed through the USVI procurement process.

§406

Sustained Enforcement of Occupant Protection Laws- USVI

BUDGET: \$174,657.00

Funding Source: Carry Forward Funds §406 - \$174,657.00

The VIOHS will fund the VIPD projects in both districts to conduct restraint usage initiatives throughout the year. These will be sustained occupant protection enforcement initiatives to maintain high seat belt usage for teenagers, adults, and to ensure that children and infants are secured properly in any moving vehicle. The funds will be shared equally in both districts.

PREVIOUS YEAR PERFORMANCE REPORT

In the most recent year of available data, the seatbelt rate plummeted from 76.8% (2013) to 66.1% (2014). However, in FY 2015, the seatbelt usage rate increased from 66.1% to 82.7%. This was due in part by the increased enforcement efforts and educational presentations and outreach territory wide. The OP

program had set its goal to increase from 66.1% to 70% for the fiscal year. Increased non-grant funded and grant-funded initiatives through the fiscal year will make the goal achievable. The enforcement activities will deter seat belt offenses from occurring. Moreover, the push for outreach and task force creation as a recommendation of the OP assessment team will increase awareness of the importance of seat belt usage.

The VIOHS collaborated with several community partners to ensure that the safety message of buckling up is being disseminated throughout the community. We have joined forces with non-profit organizations and other government agencies to include, Fire Department, Rotary Mid Island and Rotary West, Queen Louise Home for Children, VIPR Friendship Committee, Williams Delight Headstart, Marley Headstart and Frederiksted Headstart, the Lew Muckle Elementary School, the Ricardo Richards Elementary, the Evelyn Williams Elementary School.

The need for child passenger clinics and presentations continues to grow. Parents, caregivers and other community partners have realized the need to have infants and children correctly restrained in moving vehicles, and have collaborated with VIOHS to host car seat clinics and seat checks throughout the territory. The VIOHS, once again, hosted a child passenger safety presentation on the island of St. Thomas at the Moravian School, where over 150 children were addressed about seat belt and booster seat use along with Buckle Bear that made his debut on St. Thomas. School presentations during the Week of the Young Child activities garnered almost 700 children in grades Pre-K to 3rd from the public schools and Head starts throughout St. Croix. This presentation was very enlightening for children that attended, and provided information about the correct use of all car restraints and allowed children to participate in hands on demonstrations throughout the day.

The Occupant Protection program has distributed more than 2,000 cumulatively seats free of charge to the public, and has trained over 500 people cumulatively as well, at the clinic and various community presentations. The VIOHS has been able to provide current information of the new trends in child passenger and highway safety, as well as insight on how and why car seats and other vehicular restraints are so important. The VIOHS continued its partnership with the Queen Louise Home Early Headstart / Teen Mothers program. This program enables teen mothers to continue on a positive path to complete their schooling and even look for jobs during and after the birth of their child. The program provides services such as daycare, counseling and other services to assist them with motherhood. The Virgin Islands Office of Highway Safety is pleased to be a part of this continuing effort to educate parents and caregivers about the importance of car and booster seats use, while parents and caregivers are given the opportunity to install these seats correctly every time for every vehicle trip.

The Occupant Protection program also operates a loaner car seat program, very popular in the community through word of mouth, which seats are loaned to the general public free of charge. The project thus far, has been able to loan over 60 seats. Through social media, word of mouth and other government agency referrals, the loaner program has grown remarkably. Visitors from off-island, who may not have someone to pick up their loaner seat, contact our office and a Representative of the Occupant Protection Program meets them at the airport and correctly installs the loaner seat. In FY 2016, from October to May, the VIPDs enforcement efforts have heightened with 680 seatbelt citations territory wide. Of those citations only 124 citations were non-grant funded, which occurred during the months of October to December.

The VIOHS annually awards two Occupant Protection Enforcement grants for the Police Department on St. Croix and St. Thomas/St. John. These enforcement grants, through aggressive enforcement and mobilizations from past years to present, have been instrumental in raising the seat belt usage rate. Based on the Traffic Statistics provided through the VI Superior Courts and Report Beam, seat belt and car seat violations were observed to be high during the first and second quarters which include major holidays and the Click it or ticket mobilization during the month of May in the territory.

EFFECTIVENESS OF STRATEGIES SELECTED

State Primary Enforcement Belt Use Laws (Countermeasures that Work 2013)

Primary enforcement belt use laws permit law enforcement officers to stop and cite a seat belt use law violator independent of any other traffic behavior. Secondary enforcement laws allow law enforcement officers to cite violators only after they first have been stopped for some other traffic violation. Compared with secondary laws, primary laws were associated with a higher observed seat belt use (10 to 12% higher) and higher seat belt use among front-seat occupants killed in crashes (9% higher).

Communications and Support Outreach Supporting Enforcement (Countermeasures that Work 2013)

Effective, high-visibility communications and outreach are an essential part of successful seat belt law high-visibility enforcement programs (Solomon et al., 2003). Paid advertising can be a critical part of the media strategy. Paid advertising brings with it the ability to control message content, timing, placement, and repetition (Milano et al., 2004). The May 2002 Click It or Ticket campaign evaluation demonstrated the effect of different media strategies. Belt use increased by 8.6 percentage points across 10 States that used paid advertising extensively in their campaigns. Belt use increased by 2.7 percentage points across 4 States that used limited paid advertising and increased by only 0.5 percentage points across 4 States that used no paid advertising (Solomon et al., 2002).

Inspection Stations (Countermeasures that Work 2013)

The misuse of child restraints has been a concern for many years. A number of programs have been implemented to provide parents and other caregivers with “hands-on” assistance with the installation and use of child restraints in an effort to combat widespread misuse. Child passenger safety (CPS) inspection stations, sometimes called “fitting stations” are places or events where parents and caregivers can receive this assistance from certified CPS technicians and are popular services provided by a variety of local CPS programs.

A recent evaluation of the child restraint fitting station network in New South Wales, Australia found that children whose parents attended a fitting station were significantly more likely to be properly restrained than children whose parents had not visited a fitting station. While specific to Australia, these results suggest similar benefits are possible in the United States.



TRAFFIC RECORDS PROGRAM

MANAGEMENT PROGRAM

Traffic Records Management, USVI

Proposed Budget: \$150,000.00

Expected Funds: Carry Forward Funds \$402 - \$150,000

This program area coordinates the various VIOHS funded projects aimed at improving the traffic records systems in use in the territory. The Traffic Records Coordinator position is funded to, oversee and monitor the Traffic Records Program grant and projects; ensure that the projects and milestones outlined in the Virgin Islands Traffic Safety Systems Coordinating Strategic Plan are accomplished; and to plan and conduct Traffic Records Coordinating Committee meetings. The Traffic Records Coordinator under the management grant will work with the Acting MIS Director of VIPD, Director of the Bureau of Information Technology to rebuild a data-focused and data-driven TRCC. Serving as the lead under this project the Coordinator will plan and facilitate all the TRCC meetings that would occur on a quarterly basis. Meetings will be structured with its original intent of analyzing data to ensure that focus is resumed in assessing priorities for the VI's six core systems based on their most recent Assessment, and facilitating outside support in engaging key stakeholders. A portion of these funds will continue to be used for the salary of the Coordinator and will account for forty-five percent (45%) of the proposed budget. A new Coordinator was selected and is expected to be on board by the beginning of the fiscal year. As such training, which account for twenty percent (20%) of the proposed budget, will be essential for the employee to attend that will help to understand the true functions and expectations of the Traffic Records Coordinator; inter- island travel and accommodations for meetings, travel to attend conferences, workshops and seminars aimed at improving knowledge of sound traffic records systems will be covered under the umbrella. The Report Beam Maintenance contract the ensures that the Department's traffic crash system is maintained, changes to the report, technical assistance is also provided as a part of this agreement, this service will account for fifteen percent (15%) of the proposed budget. Program brochures and supplies necessary for the day-to-day operations of the Traffic Records will be done during FY 2017. Hence, the remaining twenty (20%) percent of the budget will be used to cover these necessities to enhance program activities and initiatives.

SUB-GRANTEE PROGRAMS

§405c

Traffic Records NHTSA GO Team Training and Technical Assistance Project

Proposed Budget: \$40,000.00

Funding Source: Carry Forward Funds MAP-21 §405 C - \$40,000.00

The USVI VIOHS continues to struggle with its traffic records program. As recommended in the May 2016 NHTSA Technical Assistance Visit assistance is being sought by GO Teams, The Territory lacks the skills necessary to facilitate discussions with key stakeholders on a set of critical data items and data quality measurements to assess those items. Training will be provided to help the VIOHS to improve the traffic records systems by deploying teams of subject matter experts to deliver tailored traffic records-related technical assistance and training based on States' actual needs. Each GO Team will consist of up to three subject matter experts who will work a maximum combined total of 120 hours. This program is designed to provide the well needed additional resources and assistance for the VIOHS staff to work on improving our traffic records data collection, management, and analysis capabilities. Moreover, from

this training the VIOHS will be able to educate potential partners on the current databases to evaluate available databases and facilitate discussions between data custodians to allow data sharing and integration between the respective agencies, and suggest how integrated data could be used to identify problems and recommend and evaluate countermeasures solutions. Therefore the VIOHS can review its traffic records databases to identify minor modifications to processes that would improve the individual data systems and highlight possible opportunities for integration as a result of this proposed training.

Traffic Records Coordinating Committee Data Enhancement Technical Assistance Program - USVI

Proposed Budget: \$90,000.00

Funding Source: Carry Forward Funds MAP-21 §405 C - \$90,000.00

The VIOHS plans to assist the Traffic Records Coordinating Committee to better identify, plan and assist the territory by funding training for committee members to attend regional conferences, seminars and workshops. The new TRCC (although it may consist of individuals of the previous committee) will receive training on what the TRCC's functions are; to look at best practices of other States and Territories having similar data trends as the USVI. With that being said, the TRCC members would attend several traffic records related trainings or conferences held by NHTSA, or traffic record meetings to see first-hand ideas and successful resolutions (outcomes). The Traffic Records Coordinating Committee (TRCC) will be revamped with the assistance of NHTSA "Go Teams" to help to evaluate available databases and facilitate discussions on how to integrate data that will be used to identify problems and facilitate discussions with TRCC members to link injury data with crash data. Additionally, this will assist the Territory with strategic planning, on how to use appropriate decision-making models to help prioritize grant requests, traffic records data collection, management, and analysis capabilities.

§408

Virgin Islands Emergency Medical Services (VIEMS) - USVI

Proposed Budget: \$80,000.00

Funding Source: Carry Forward Funds §408 - \$80,000.00

Virgin Islands Emergency Medical Services (VIEMS) is the only medical emergency services agency in the territory authorized to provide pre-hospital emergency medical care. Its mission is to provide optimum emergency care to all the people of the territory.

Additionally, the Virgin Islands Emergency Medical Services (VIEMS) continuously improve our comprehensive Territorial Emergency Medical System using the principles of continuous quality improvement, to ensure that an optimal, uniform and standard of pre-hospital emergency medical care is available to everyone within the Virgin Islands.

VIEMS has ambulance stations on St. Thomas, St. Croix, and St. John and in 2014 VIEMS had approximately 7,813 patient care encounters of which approximately eight hundred and thirty-nine (839) were traffic related. VIEMS goals are:

- improve the quality of EMS in the territory;
- improve the quality of EMS education;
- develop an efficient EMS system;
- develop a data collection and distribute information to stakeholders; and
- create strong community involvement

Project funds will be used to further increase the upload of Patient Care Reporting System from EMS personnel while continuing to improve the accuracy of the information captured. This project will support continued training for EMS personnel, enhancement software and connectivity to ensure that the system allows for the efficient and timely entry of data and the data is then easily extracted and exported to relevant stakeholders (Department of Health, VIPD, Attorney General) when necessary.

E-Citation Project USVI

Proposed Budget: \$250,000.00

Funding Source: Carry Forward Funds §408 - \$250,000.00

The USVI Police Department's MIS Division has launched a Record Management System (RMS) through Smart Cop. This was launched as a pilot project. During FY 2015 the VIOHS had several presentations done by companies that provided an E-Citation piece to their programs. Scope of work deliverables for this project have been formulated to prepare for a Request for Proposal to go out and see what vendors will respond showing interest to provide this service. The E-Citation pilot project will be run within the St. Croix District first with approximately fifty (50) staff involved with the project. As such fifty percent (60%) of the total budget will be used to buy mobile printers (and its accessories), mobile handheld ticket writers, tough books, and dual screen monitors. Additionally, twenty percent (20%) of the project will be used for operating supplies such as paper, binders, toner, and ink to support the day-to-day implementation of the program. Training would be an essential part of this pilot project and is necessary for the effective and efficient implementation of this project and thus will account for about fifteen percent (15%) of the proposed project. To promote and inform the public of the new development and to provide advertising for the request for proposal for perspective respondents, advertisement through, online, radio, and newspaper publications will be done to account for the remaining five percent (5%) of this proposed project.

The E-citation project is an electronic System that will transmit citations and provide interconnectivity to all governmental agencies (Attorney General Office (AGO), Bureau of Motor Vehicles, Superior Court, and VIPD) that may need the information, in a timely manner. This information will be published and made available in user friendly formats to law enforcement officials, engineers, the legislature and other entities that need access to this information. This manner will eliminate human error in writing, identifying appropriate fines, and specific infractions; in an almost immediate fashion. This project will commence as a pilot with the St. Croix and St. Thomas/St. John District Traffic Bureaus. The success of the pilot will determine whether the project will be expanded and rolled out into the entire Territory.

The E-Citation project has been something that the VIOHS has struggled with for years as it pertains to the rollout of the program and the utilization of funding. Aggressive efforts to make this project a reality will occur during this fiscal year.

Virgin Islands Crash/Roadway Database Update Project

Proposed Budget: \$15,000.00

Funding Source: Carry Forward Funds §408 - \$15,000.00

The VIOHS will work with both the Public Works department and the Office of the Lt. Governor to fund the territory roadway inventory project. The identification, location and naming of the territory's roadways will be used to assist VITEMA's 9-1-1 system to provide better directions to the first responders. The Office of the Lieutenant Governor and the Department of Public Work will provide funding for signage for the streets within the Territory. The naming and the blueprints will be provided and paid for by the Department of Public Works through Federal Highway Administration funds. The VIOHS will provide funding to enhance a database needed to report on crash elements. An automated data collection system will be enhanced to include the collection of roadway inventory, to aid with database management that covers entry and analysis of GPS points for auto-crashes. This information will also enable the accident report information to upload into the system with more accurate information that will record areas of high incidents. When identified, those problem areas can be used by the VIPD, DPW and the legislature to find possible solutions to reduce incidents and accidents. This program will enable a merging of roadway data necessary for the responding to crashes in a shorter time with having locations identified. This would ultimately aid with the needed upgrade to the roadway inventory and crash records databases to incorporate new GPS data.

A proposal was submitted in FY 2016 for this project. However, technical assistance and guidance needed to be provided as some of the proposed activities were not benefits to traffic safety. The proposal will be tailored to focus on the recommendations from the most recent NHTSA TR Assessment to use the funds allotted for building/improving the roadway database.

BMV – Barcode Implementation

Proposed Budget: \$25,000.00

Funding Source: Carry Forward Funds §408 - \$25,000.00

VIOHS will work with VI Bureau of Motor Vehicles in the enhancement of their Vehicle Registration and Title (VREG) system through the implementation of a PDF Barcode capability to enhance data sharing and security. This information will have connectivity to the Office of Highway Safety's electronic citation project and will also be used by law enforcement officers as the information would automatically be populated by the electronic ticket, minimizing human error, and improving the accuracy of crash and citation records.

BMV, VIPD, AGO, and Court Connection Project

Proposed Budget: \$25,000.00

Funding Source: Carry Forward §408 \$25,000.00

This project will allow the VIPD, BMV, SC, and AGO to transmit and receive pertinent information electronically relative to citations, point system, vehicle registration and driver license and adjudication and dispositions, It will also increase accessibility and decrease the time it takes to process information with these agencies, by linking their databases, to connect the citation (VIPD) and adjudication and dispositions (SC) systems.

PREVIOUS YEAR PERFORMANCE REPORT

In the most recent year of available data, there were fourteen (14) traffic fatalities. Based on the baseline data average of eleven (11) the Territory has set a goal of ten (10). This number is reasonable and achievable. The involvement and input from the new and revamped TRCC will continue to look at data to curtail risky behaviors that may pose as contributing factors for crashes through the development and enhancement of current program activities and established goals.

The funding provided by the VIOHS allowed the Program Coordinator to assist in the development of the traffic records program. This included planning, program implementation, monitoring, and evaluating traffic records activities.

Virgin Islands Emergency Medical Services:

In the most recent year of available data, the EMS program strived to meet the goal maintaining lock chart timing of an average of one (1) to two (2) days. This goal will be achievable as a result of continued monthly data quality assurance review of all ePCRa (electronic Patient Care Reports.)

The Emergency Medical Services Patient Care Reporting System (EMSPCR) system collects information on all EMS (ambulance) responses into a database, in which the National Emergency Medical Service Information System (NEMSIS) elements are incorporated. EMSCharts was purchased as the platform to create the territorial Patient Care Report (PCR). The Patient Care Report is internet based software that allows documentation of PCRs anywhere there is internet access. This also allows exporting of data sets and extrapolation of data for reports. There have been a few notable achievements with this project in fiscal year 2015, which are:

- Performed monthly data quality reviews
- Decreased the time of completion of EMS ePCRs charts territory-wide from 2 days to 1 and from 70% to 90%
- Upgrades to EMSPCR allowed VIEMS the capability to report data to VIOHS for its Statewide Injury Surveillance System, as well as to the National NEMSIS.

EFFECTIVENESS OF STRATEGIES SELECTED

Highway Safety Program Guideline #10

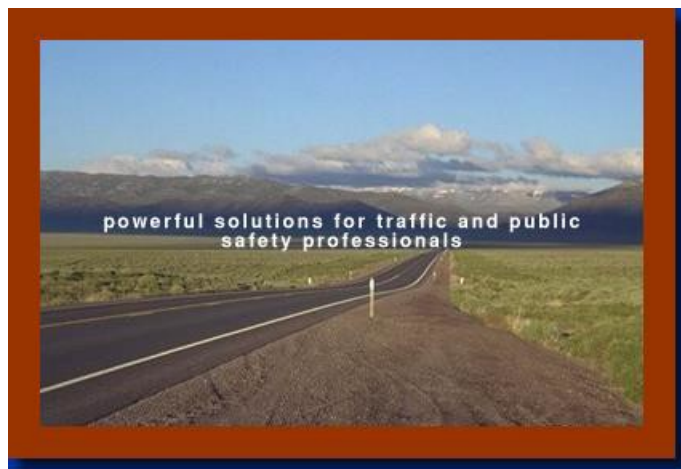
To provide a complete and useful records system for safety program management at both the State and local level, the State should have a data base consisting of the following:

- A Roadway File with information about roadway location, identification, and classification as well as a description of a road's total physical characteristics, which are tied to a location reference system.

This file should also contain data for normalizing purposes, such as miles of roadway and average daily traffic (ADT);

-A Citation/Conviction File which identifies the type of citation and the time, date, and location of the violation; the violator, vehicle and the enforcement agency; and adjudication action and results, including court of jurisdiction (an Enforcement/Citation File could be maintained separate from a Judicial/Conviction File) and fines assessed and collected.

High quality State traffic records data is critical to effective safety programming, operational management, and strategic planning. Every State, in cooperation with its local, regional and Federal partners, should maintain traffic records systems that support the driven, science-based decision making necessary to identify problems; develop, deploy, and evaluate countermeasure; and efficiently allocate resources. (Traffic Records Program Assessment Advisory, NHTSA, 2012.)



POLICE TRAFFIC SERVICES PROGRAM

Police Traffic Services, USVI

Proposed Budget: \$578,693.75

Funding Source: Carry Forward Funds §402 - \$478,693.75

Speed Enforcement: \$159,564.58
Distracted Driving Enforcement: \$159,564.58
Aggressive Driving Enforcement: \$159,564.59
Expected Funds: \$100,000.00

The VIOHS in its efforts of expanding the data collection in the Territory of traffic related infractions and their underlying causes have proposed to complete a comprehensive Police Traffic Services grant. Some of the data collected showed the following:

- Speed Related Crashes: St. Croix 64; St. Thomas/St. John 55
- Failure to Maintain Safe Distance: St. Croix 470; St. Thomas/St. John 557
- Failure to Yield Right of Way: St. Croix 251; St. Thomas/ St. John 277

This project will focus on aggressive driving, distracted driving, speed checkpoints (speed enforcement), failure to maintain safe distance, failure to yield, red light and stop sign enforcement, and failure to stay in the correct driving lanes, which are the leading contributing factors in crashes in the Virgin Islands. The VIOHS will work closely with VIPD and other safety partners to develop a message regarding the importance of safety and attentiveness while driving. Instead of the program operating only the island of St. Croix (as approved for Fiscal Year 2016), the program will be expanded to the St. Thomas/ St. John District as well. The Police Traffic Services are intended to promote enforcement traffic safety laws and regulations; reduction of traffic-crashes resulting in fatalities and injuries; provide aid and comfort to the injured; investigation and reporting of specific details and causes of traffic crashes; supervision of traffic crash and highway incident clean-up; and maintenance of safe and orderly movement of traffic along the highway system.

To ensure that the officers implementing and enforcing the activities outlined under this proposed project, training through travel will be completed in this project. The trainings that will take place are “*At-Scene Traffic Crash/Traffic Homicide Investigation Course*,” “*Advanced Traffic Crash Investigation Course*,” “*Traffic Crash Reconstruction Course*,” “*Interviewing Techniques for the Traffic Crash Investigator*,” and “*Digital Photography for Traffic Crash Investigators*” The will account for twenty percent (20%) of the proposed budget. Equipment such as laser speed detection devices (for the St. Thomas/ St. John District) and supplies to including materials needed to support the day-to-day operations of the project will be purchased. Hereby, accounting for ten percent (10%) of the total proposed budget. Enforcement activities through unified and simultaneous overtime activities (St. Croix and St. Thomas/ St. John) will be conducted in the Territory based on the trainings that were conducted. A total of eighteen (18) local initiatives (nine (9) on St. Croix and nine (9) in St. Thomas/ St. John) activities will be done. This will account for seventy percent (70%) of the total proposed project territorially. By providing funds to the VIPD for the aforementioned enforcements, results will be seen in the reduction of the amount of motor vehicle collisions thereby lowering fatalities and injuries caused by aggressive and distracted drivers. Funds for this project will be used for personnel, supplies costs as they relate to the enforcement activities.

During FY 2015, the VIOHS did not collect data on citations and crashes caused by Distracted Driving consistently. However, with the implementation of the Police Traffic Services grant during FY 2016, the VIOHS has ensured that these infractions will be reported on as they are a component of the Report Beam system. According to a study conducted by GHSA on “*Distracted Driving*,” distracted driving is difficult to observe at the time it occurs and almost impossible to reconstruct accurately after the fact. After a crash, other important driver behaviors can be determined or estimated from hard evidence. As such, Traffic

Investigators will need to travel to the Institute of Police Technology and management in Jacksonville, Florida to receive training to enhance their skills in Traffic Crash Investigation. Continuous training of all traffic bureau officers is needed to increase the knowledge base of the officers in order to improve their efficiency in the investigation of traffic crashes. These trainings will cover a broad spectrum consisting of Forensic Scene Mapping, Interviewing Techniques, Digital Photography, and crash data retrieval from the event data recorder (EDR). The training will prepare the traffic crash investigators in presenting evidence in the courtroom that would enhance the Attorney General's Office in securing convictions in the vehicle homicide and other serious crashes that result in major injuries and property damages. Finally, law enforcement will also participate in operation "Arrive Alive", and will select areas known for speeding, on a quarterly basis for special speed enforcement.

PREVIOUS YEAR PERFORMANCE REPORT

In the most recent years of available data, there were two (2) speed-related fatalities, which is a reduction from the three (3) that occurred in the previous year. This number will meet its 2016 target of three (3) easy to achieve. Officers that are part of the Traffic Bureau along with the VIOHS staff (through the comprehensive media plan) will continue outreach, education, and enforcement activities to ensure this goal is met.

The VIOHS planned to award Police Traffic Services grants to the VIPD to assist in the reduction of the number of crashes in the Virgin Islands by focusing on aggressive driving, failure to yield, and failure to stop for stop signs and red lights. The VIPD would use unmarked vehicles with patrol officers to monitor and enforce the laws at targeted areas. This project did not happen last year as a result of an unsatisfactory grant application. This project commenced June 2016 and yielded thus far the following citation results: Seatbelts (3); Child Safety Seat (3); Tint (9); Registration (8); Insurance (9); Speed (64); Stop Sign (8); and Driver's License (5). Continued enforcement will produce more results in efforts of curbing bad driving habits.

EFFECTIVENESS OF STRATEGIES SELECTED

Aggressive Driving and Speeding: Speed Limits (Countermeasures that Work 2013)

Speed limits are only one part of the system that attempts to control driving speeds. Without broad public acceptance and active enforcement they have little effect. With public acceptance and enforcement, lower speed limits can reduce travel speeds and casualties.

Speed limits are set both by legislation and by administrative action. General speed limits apply to all roads in a class, such as rural interstates or local streets. They are set by State, municipal, or even at times by Federal law based on tradeoffs between safety, travel efficiency, and community concerns, taking into account the design characteristics of each road class. Speed zones apply to road segments where the general speed limit is thought to be inappropriate. Speed limits in these zones usually are set by administrative action based on the road segment's free-flowing travel speeds, crash experience, road and land use conditions, and other factors (TRB, 1998).

Aggressive Driving and Speeding: High Visibility Enforcement (Countermeasures that Work 2013)

High-visibility enforcement campaigns have been used to deter aggressive driving and speeding through both specific and general deterrence. In the high-visibility enforcement model, law enforcement targets selected high-crash or high-violation geographical areas using either expanded regular patrols or designated aggressive driving patrols. This model is based on the same principles as high-visibility seat belt and alcohol-impaired-driving enforcement: to convince the public that speeding and aggressive driving actions are likely to be detected and that

offenders will be arrested and punished.

Distracted and Drowsy Driving: High Visibility Cell Phone and Text Messaging Enforcement (Countermeasures that Work 2013)

Numerous studies demonstrate that high-visibility enforcement (HVE) can be effective in curbing alcohol-impaired driving and increasing seat belt use among drivers. Recently, NHTSA has examined whether the HVE model could be effective in reducing hand-held cell phone use and texting among drivers.

Similar to sobriety checkpoints, the object is to deter cell phone use by increasing the perceived risk of arrest.

The HVE model combines dedicated law enforcement with paid and earned media supporting the enforcement activity. Enforcement officers actively seek out cell phone users through special roving patrols, or through spotter techniques where a stationary officer will radio ahead to another officer when a driver using a cell phone is detected. Officers report that higher vantage points, SUVs, and unmarked vehicles can assist in identifying violators (Cosgrove, Chaudhary, & Reagan, 2011).



MOTORCYCLE SAFETY PROGRAM

Motorcycle Safety - USVI

Proposed Budget: \$102,371.20

Funding Source: Carry Forward Funds §402 - \$102,371.20

VIOHS will work with the Bureau of Motor Vehicles (BMV) to fund a project which will be geared towards focusing on novice and experienced rider participation in training programs for increased helmet use, reducing impairment, and increasing other drivers' awareness of the importance of sharing the road with motorcyclists to improve motorcycle safety.

Funds will be provided to conduct a maximum of twelve (12) motorcycle rider awareness training programs. The training will consist of one (1) hour sessions that will be offered to motorcycle riders to improve riding, perception, and motorcycle riders awareness of motorist and pedestrians; to promote safe riding practices such as riding straight (alcohol awareness); and increasing awareness of motorcycle riders for traffic rules. In addition, rider coach training and the development of additional Motorcycle Safety Foundation courses will be pursued with the BMV.

PREVIOUS YEAR PERFORMANCE REPORT

The VIOHS was unable to fund any Motorcycle Safety projects due to lack of corrected project submission from the Bureau of Motor Vehicles (BMV). However, the VIOHS continues to work with BMV to prepare a viable project which can be funded in the future.

EFFECTIVENESS OF STRATEGIES SELECTED

Motorcycles: Motorcycles Rider Training (Countermeasure that Work 2013)

Motorcycle rider education and training has been thoroughly integrated into all aspects of motorcycle safety. The National Agenda for Motorcycle Safety encourages training (NHTSA, 2000a, Rider Education and Training). NHTSA's Motorcycle Safety Program Plan states that "motorcycle rider education provides an opportunity for novice riders to learn the basic skills necessary to operate a motorcycle safely and for experienced riders to refresh and refine their techniques" (p.17) and recommends that States conduct frequent and timely education and training at sites that are accessible throughout the State (NHTSA, 2006b).

Despite conflicting evidence, data suggests that having mandatory pre-license training for motorcyclists may reduce crashes and offenses by discouraging motorcycle riding, thus limiting exposure.

402 ADDITIONAL PROJECTS

402 Innovative Projects in Highway Safety

Proposed Budget: \$181,519.00

Expected Funds: \$402 - \$181,519.00

One of the greatest challenges that the VIOHS has faced over the past seven (7) years is the ability to expand programs to external partners. Several corrective actions will begin during the first quarter of the 2017 Fiscal Year. As such, the VIOHS will begin an aggressive recruiting effort of marketing the goals and objectives of the VIOHS and the availability of funding for interested organizations. Hence, funds from this section will be able to supply programs as we continue to grow our sub-granted participants and partners. These projects are intended to increase awareness and understanding of safety issues related to vulnerable road users. These will in-turn help to reduce territory-wide injuries by supporting programs in the community that address traffic safety issues.

405c ADDITIONAL PROJECTS

405c Innovative Projects in Highway Safety

Proposed Budget: \$100,649.29

Carryforward Funds: §405c - \$100,649.29

The USVI Government continues to lack the technology of exchanging information between agencies. Although one of the proposed will aim to merge this shortfall, there are improvements needed to augment a timely, accurate, complete, uniform, and integrated system. With the current Report Beam data system, the VIOHS have received numerous requests from outside governmental agencies for requested data. Through these innovative projects, the VIOHS can expand its efforts by providing additional user with access to the system and its related components.

408 ADDITIONAL PROJECTS

408 Innovative Projects in Highway Safety

Proposed Budget: \$1,304,489.15

Carryforward Funds: §408 - \$1,304,489.15

Under these projects, the VIOHS will continue to seek stakeholders and/or external partners to carry out the VIOHS goals. This funding will help to develop effective programs that will improve the timeliness, accuracy, completeness, uniformity, integration and accessibility of safety data to identify priorities, and evaluate the efforts to make improvements. These projects will aid in improving the compatibility and interoperability of local and federal court systems. Universities and other sub-grantees would come on-board to conduct data analysis, through the application of statistical methods.

Program Cost Summary

The VIOHS will complete an electronic equivalent on the Grants Tracking System, GTS, when the fiscal year 2016 begins. Below is the HSP COST SUMMARY:

CARRY FORWARD FUNDS		
FISCAL YEAR 2017- CARRY FORWARD (\$402)		
HIGHWAY SAFETY PLAN COST SUMMARY		
PROJECT TITLE		TOTAL
PLANNING & ADMINISTRATION		205,323.44
ALCOHOL PROGRAM		567,124.45
OCCUPANT PROTECTION		611,739.98
MOTORCYCLES SAFETY		251,349.00
POLICE TRAFFIC SERVICES		335,791.08
YOUTH ALCOHOL		24,699.00
PAID MEDIA		34,602.00
TOTAL \$402		2,030,628.95
FISCAL YEAR 2017- CARRY FORWARD (\$406)		
HIGHWAY SAFETY PLAN COST SUMMARY		
PROJECT TITLE		TOTAL
OCCUPANT PROTECTION		\$ 174,658.76
TOTAL \$406		\$ 174,658.76
FISCAL YEAR 2017 - CARRY FORWARD (\$408)		
HIGHWAY SAFETY PLAN COST SUMMARY		
PROJECT TITLE		TOTAL
TRAFFIC RECORDS		\$ 1,699,489.15
TOTAL \$408		\$ 1,699,489.15
FISCAL YEAR 2017 - CARRY FORWARD (\$MAP-21 405(b) & 405 (c))		
HIGHWAY SAFETY PLAN COST SUMMARY		
PROJECT TITLE		TOTAL
LOW PUBLIC EDUCATION	406b	\$ 308,509.56
LOW COMMUNITY CPS	405b	\$ 147,162.29
DATA PROGRAM	405c	\$ 230,649.29
TOTAL \$MAP-21 405(b) & 405 (c)		\$ 686,321.14
TOTAL CARRIED FORWARD AS OF 06/22/2015		\$ 4,591,098.00

Project List				
PROJECT NAME	FUNDING SOURCE §	AREA	AMOUNT	2017 Expected Funds
PLANNING & ADMINISTRATION	402	P&A	\$ 210,595.00	\$ 83,481.00
ATTITUDE & AWARENESS SURVEY	402	P&A	\$ -	\$ 75,000.00
IMPAIRED DRIVING MANAGEMENT	402	AL	\$ 100,304.00	\$ 60,000.00
IMPAIRED DRIVING ENFORCEMENT STT	402	AL	\$ 110,000.00	
IMPAIRED DRIVING ENFORCEMENT STX	402	AL	\$ 140,000.00	
OCCUPANT PROTECTION MANAGEMENT	402	OP	\$ 150,000.00	
OCCUPANT PROTECTION ENFORCEMENT STX	402	OP	\$ 236,982.00	
OCCUPANT PROTECTION ENFORCEMENT STT&STJ	402	OP	\$ 168,984.00	\$ 60,000.00
MOTORCYCLE SAFETY	402	MC	\$ 102,371.20	
DUI OFFENDER	402	AL	\$ 35,000.00	
POLICE TRAFFIC SERVICES	402	PTS	\$ 478,693.75	\$ 100,000.00
YOUTH RISK BEHAVIOR SURVEY	402	AL	\$ 28,000.00	
YOUTH ALCOHOL	402	YA	\$ 24,699.00	
PAID MEDIA TRAFFIC SAFETY OUTREACH	402	PM	\$ 50,000.00	\$ 25,000.00
TRAFFIC RECORD - BMV INSURANCE FILE MANAGEMENT SYSTEM	402	TR	\$ 45,000.00	
402 INNOVATIVE PROJECTS IN HIGHWAY SAFETY	402			\$ 181,519.00
TRAFFIC RECORDS MANAGEMENT	402	TR	\$ 150,000.00	
SUSTAINED ENFORCEMENT OF OCCUPANT PROTECTION LAWS - USVI	406	OP	\$ 174,657.00	
ECITATION PROJECT USVI	408	TR	\$ 250,000.00	
VIRGIN ISLANDS EMERGENCY MEDICAL SERVICES	408	TR	\$ 80,000.00	
TRAFFIC RECORDS - BMV BARCODE IMPLEMENTATION	408	TR	\$ 25,000.00	
VIRGIN ISLANDS CRASH/ROADWAY DATABASE UPDATE PROJECT	408	TR	\$ 15,000.00	
TRAFFIC RECORD - BMV, VIPD, AGO, AND COURT CONNECTION PROJECT	408	TR	\$ 25,000.00	
408 INNOVATIVE PROJECTS IN HIGHWAY SAFETY	408	TR	\$ 1,304,489.15	
CHILD PASSENGER SAFETY TRAINING	§MAP-21 405 (b)	OP	\$ 100,000.00	
OCCUPANT PROTECTION TASK FORCE	§MAP-21 405 (b)	OP	\$ 97,126.85	
OCCUPANT PROTECTION SIGNAGE PROJECT USVI	§MAP-21 405 (b)	OP	\$ 140,000.00	
OCCUPANT PROTECTION SUMMIT USVI	§MAP-21 405 (b)	OP	\$ 118,545.00	
TRAFFIC RECORDS COORDINATING COMMITTEE DATA ENHANCEMENT TECHNICAL ASSISTANCE PROGRAM	§MAP-21 405 (c)	TD	\$ 90,000.00	
TRAFFIC RECORDS NHTSA GO TEAM TRAINING AND TECHNICAL ASSISTANCE PROJECT	§MAP-21 405 (c)	TD	\$ 40,000.00	
405 (C) INNOVATIVE PROJECTS IN HIGHWAY SAFETY	§MAP-21 405 (c)	TD	\$ 100,649.29	
TOTAL CARRY FORWARD FUNDS			\$ 4,591,098.00	
TOTAL §402			\$ 2,030,628.95	
TOTAL §406			\$ 174,658.76	
TOTAL §408			\$ 1,699,489.15	
TOTAL §MAP-21 405(b) & 405 (c)			\$ 686,321.14	
TOTAL 2016 §402 EXPECTED FUNDS			\$ 585,000.00	
TOTAL 2016 §MAP-21 405 (b)EXPECTED FUNDS			\$ -	
TOTAL 2016 §MAP-21 405 (c)EXPECTED FUNDS			\$ -	
TOTAL FUNDING FOR FY2016			\$ 5,176,098.00	\$ 585,000.00

Project List Funding

The VIOHS will be utilizing carried forward funds from FY 2016 to fund some of its projects during FY2017. The VI also uses General funds for mobilization initiatives when awaiting approval from Regional for the VIOHS enforcement projects. With the exception of the enforcement projects, there are no readily available funds to sustain the other projects. NHTSA funding is critical to the operation of the Office of Highway Safety. The USVI continues to maintain its effort to continue the operations of the Highway Safety Office by ensuring that the Coordinators of the various programs never experience any interruption of their salaries while awaiting approval of projects, or availability of funds of approved projects on the local government accounting system (ERP).

Although the Grant Tracking System (GTS) shows an exuberant level of funding under the VIOHS, every dollar is valuable to the Territory. With continued technical support and project monitoring by the NHTSA Region 2 Office, the VIOHS will encumber and liquidate these funds.

Evidence-Based Enforcement Program

As per CFR1200.11(c) (4) The VIOHS must provide evidenced based traffic safety enforcement program to prevent traffic violations, crashes and crash fatalities and injuries in areas of most at risk. At a minimum the Territory must provide analysis of crashes, crash fatalities, and injuries in areas of highest risk; Deployment of resources based on that analysis; and Continuous follow up and adjustment of the enforcement plan.

A significant portion of the USVI's Highway Safety grant funding is awarded to the VIPD each year. With the restructuring of the TRCC, continued collaboration with the Virgin Islands Police Department and other agencies will help to improve the data collection and analysis of traffic crash and roadway data in the territory.

To meet the traffic safety needs of residents, the VIOHS will continue to work closely with the VIPD to fund enforcement programs that target all its major roadways. The VIOHS will use statistics of fatalities, crashes and injuries collected on the VIPD database, Report Beam. With the low number of fatalities, the VIOHS will develop additional performance measures based on injury, crash, and survey data to shape the focus of the enforcements. The data will be collected by the VIOHS and dispersed on a quarterly basis in the "STATS" booklet. The data will be discussed during the TRCC meetings when they are held. The TRCC in conjunction with the VIOHS staff will review the data and determine the types of enforcements that are needed to address the areas of concern within the Territory.

In previous fiscal years, especially under the Impaired-Driving Program enforcement grants have yielded unsuccessful results during grant funded initiatives for DUI arrests. Though this may be the case, as the data shows a significant drop in DUI offenses, the VIOHS will make several modifications through its resource deployment. This will be done by placing resources when and where the data shows DUI arrests and alcohol-related crashes are more prevalent. Educational materials will be dispersed during these grant funded initiatives as a means of raising awareness on the dangers of drinking and driving. On the interim, this will ensure that NHTSA funds are utilized most effectively to drive down DUI offenses.

VIOHS' Police Traffic Services Program has been re-introduced. Expansion of this program will be done to include the St. Thomas/St. John District. Data Driven Approaches to Crime and Traffic Safety (DDACTS) model and other identifying strategies will be done to shape enforcement activities and outcomes. Enforcements conducted will provide deterrence in other aggressive driving violations displayed in the Territory such as: improper lane change; failure to yield right of way; and failure to maintain safe distance.

The Occupant Protection Program will continue to use tickets/citation data on an annual basis. With the increase in the seat belt compliance rate, the OP program will continue high visibility enforcement (grant and non-grant funded) in conjunction with national seat belt mobilizations.

Each mobilization and/or enforcement activity will be monitored through on-site (by accompanying officers when possible) and evaluation of after action reports submitted to the VIOHS for initiatives. The results, the time spent, the locations, and the amount of officers/supervisors that worked will be reviewed. Other enforcement goals and objectives will continue to be monitored by means of monthly on-site visits, and phone calls for status updates and technical assistance and support. Discrepancies and/or shortfalls in insufficient results without adequate explanations discovered by the VIOHS will be addressed in one-on-one program meetings and in writing. If necessary, discrepancies/shortfalls seen will require corrective measures to ensure that maximum benefits and results are achieved during each occurrence.

Under the above mentioned programs the following actions will be done:

Impaired-Driving Enforcement – Territory-wide

- Conduct DUI checkpoints and saturation patrol in areas shown to have high degrees of DUI crashes or arrests through statistical information.
- Provide in-service and off-island training for officers in accordance with NHTSA policies.
- Encourage public and private sector entities to adopt and enforce impaired driving policies.
- Improve data collection and analysis.
- Conduct enforcement initiatives in strategic locations within the specified areas.
- Train and certify officers on the correct detection of impaired drivers in ARIDE, DRE, and SFST.

Occupant Protection Enforcement

- Conduct territory wide Public Information and Education campaigns and join NHTSA to conduct the “Click It or Ticket” and National Child Passenger Safety Week.
- Increase Occupant Protection enforcement operations to raise awareness of the law and its enforcement.
- Work with VIPD officers and community based organizations to promote the correct use of car restraints and seat belts.
- Provide CPS educational resources to law enforcement officers.

Police Traffic Services

- Support and promote effective law enforcement strategies
- Increased training and education in the problems of aggressive and distracted driving for police officers
- Identify initiatives to reduce instances of aggressive driving
- Develop and implement communication strategies to improve public awareness of aggressive driving laws

MONITORING, CONTINUOUS FOLLOW-UP AND ADJUSTMENT

Enforcement grants are monitored throughout the grant year by Highway Safety Program stakeholders and modifications are made where applicable. VIOHS is in constant attendance at the VIPD Executive meetings, grant monitoring sessions, phone calls, media events and enforcement deployment strategies are constantly being evaluated. The VIOHS continues to look at the data collected for enforcement activities. The forms that are used to record the data for the enforcement activities are reviewed to ensure that all the information needed is captured. The VIOHS will revise (if necessary) needed information to determine that the effectiveness of the initiatives are captured. The monthly reports are submitted to the office and reviewed by the Coordinators. If shortfalls are identified, recommendations on how to receive the maximum benefit of the activities conducted will be sought. During the review and monitoring process, if it determined that resources are not being maximized or used correctively, corrective actions are taken where onsite monitoring of activities are done and management (District Police Chiefs) is informed of such to provide additional support, guidance, and mandates in the deployment of enforcement activities. Shortfalls, successes and monthly program updates will be given in monthly reports submitted to Government House and in the Commissioner's Executive Staff meetings. In addition, VIOHS also believes that general deterrence is effective and the VIPD has the ability to provide a geographical enforcement presence in all areas of risk.

CERTIFICATIONS AND ASSURANCES

Certification Statement for the Section 402 program, which can be signed **only** by the State's Governor's Representative for Highway Safety is required. The statement provides assurances that the State will comply with applicable laws and regulations, financial and programmatic requirements, and the special funding conditions of the programs. The State must use only the exact format and language specified in Appendix A (make **no** changes in the required language) and include **every** certification.

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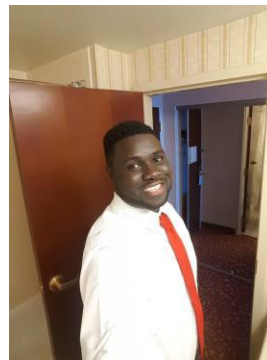
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