

## U.S. Department of Transportation - National Highway Traffic Safety Administration

Fiscal Year	2019
NHTSA Grant Application	VIRGIN ISLANDS - Highway Safety Plan - FY 2019
State Office	Virgin Islands Office of Highway Safety
Application Status	Revision

## Highway Safety Plan

### 1 Summary information

#### APPLICATION INFORMATION

Highway Safety Plan Name:	VIRGIN ISLANDS - Highway Safety Plan - FY 2019
Application Version:	2.0

**INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.**

S. 405(b) Occupant Protection:	No
S. 405(c) State Traffic Safety Information System Improvements:	Yes
S. 405(d) Alcohol-Ignition Interlock Law:	No
S. 405(d) 24-7 Sobriety Programs:	No
S. 405(e) Distracted Driving:	No
S. 405(g) State Graduated Driver Licensing Incentive:	No
S. 1906 Racial Profiling Data Collection:	No

#### STATUS INFORMATION

Submitted By:	
Submission On:	7/11/2018 3:17 PM

Submission Deadline (EDT):	7/9/2018 11:59 PM
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## 2 Highway safety planning process

**Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.**

### DATA SOURCES

The Virgin Islands Office of Highway Safety (VIOHS) utilizes a data-driven approach to highway safety by analyzing available qualitative and quantitative data to identify significant problems and create performance targets. The Government of the Virgin Islands (GVI) has placed high importance on the availability of crash data. As a result, VIOHS is in the process of procuring the Traffic and Criminal Software (TraCS) system – a data collection, records, management and reporting software for public safety professionals. TraCS aims to increase accuracy and timely access to data via replacing VIPD’s Report Beam and the partial electronic crash reporting system.

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

TraCS also controls flow of forms from start to finish, transmits forms to external sources quickly and allows ease in accounting for issued citations. The system will further link data input and access across the following agencies within GVI: VIOHS, the Virgin Islands Police Department (VIPD), the Department of Health (DOH), the Virgin Islands Superior Court (SC), the Office of the Lieutenant Governor (LGO), Bureau of Motor Vehicle (BMV), and the Department of Justice (DOJ). VIOHS anticipates the system will be up and running by August 2019.

Currently, VIOHS data sources include:

1. The **Virgin Islands Police Department's Report Beam** – a partial electronic system that stores detailed crash data (e.g. age, gender, location, roadway, time of day, weather, driver's actions, etc.) compiled from police reports input into VIPD's Virgin Islands Electronic Crash Reporting System.
1. The **Virgin Islands Superior Court's Case Management System** – an electronic system that stores all traffic court records including convictions and citations.
1. The **Department of Health Emergency Medical Services (EMS) Patient Care Reporting System** – a database containing patients' emergency medical service runs information from Juan F. Luis Hospital, Roy Lester Schneider Hospital and Myrah Keating Smith Community Health Center.
1. The **Bureau of Motor Vehicle Database** – containing records of all licensed drivers and registered vehicles in the United States Virgin Islands (USVI).
1. **VIOHS' Annual Scientific Observational Survey of Seat-Belt Use** – an observational probability-based estimate of seat-belt usage relevant to front-seat-passengers. [\[BA\(1\)\]](#) *Note that this survey was not conducted due to the USVI's ongoing recovery from significant infrastructure damage caused by category 5 Hurricanes Irma and Maria in September of 2017.*
1. The **Department of Justice, Office of the Attorney General** – which allows VIOHS to more accurately track citations as DOJ must certify each citation prior to it being forwarded to the V.I. Superior Court for processing.

VIOHS data sources are particularly important as all grant proposals must address critical safety needs determined through analysis of localized crash data via Report Beam. In addition to crash data, VIOHS reviews data from other sources to ensure a comprehensive approach to problem identification and to fund investments that provide the greatest return. Additional data sources may provide further

information useful to identify traffic safety problems and select appropriate countermeasures targeting specific at-risk/offending demographics.

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

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

Crash data coupled with proven safety countermeasures form the principle basis for safety programs to resolve identified problems. VIOHS applicants are urged to clearly outline *how* and *why* specific countermeasures were selected for funding and implementation. Coordinators and sub-grantee applicants are encouraged to reference NHTSA's "Countermeasures that Work" as a guidance document.

### PROBLEM IDENTIFICATION PROCESS

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Below is an outline of VIOHS' problem identification process:

1. **Safety Focus/Program Area:** Highway safety high priority areas are determined through data analysis which identify statistically significant problem and trends.
2. **Problems Identification:** Data including demographic information is utilized to identify highway safety problems. Evidence-based identified problems guide selection and

implementation of countermeasures to address localized highway safety issues.

3. **Performance Targets:** Targets relevant to crashes, injuries, and fatalities by program area are set based on projected trends.
  
4. **Countermeasures:** VIOHS employs strategies via programs and projects to accomplish performance targets and mitigate identified problems. These NHTSA developed strategies are proven effective nationally and are appropriate based on localized data, problem identification and available resources

VIOHS' goal is to develop and execute projects that address the evolving needs of USVI residents and visitors relevant to highway safety. In accordance, VIOHS utilizes a data-driven approach to highway safety by analyzing crash data. VIOHS also partners with VIPD, DOJ, BMV, SC and DOH; these GVI agencies collect and input relevant data into various electronic monitoring systems for analysis.

In order to most effectively focus investments, VIOHS coordinators access, review and analyze data from the prior sources to determine fatality and serious injury trends relevant to each program area. Via Report Beam, crash location criteria can be reviewed as follows: high-incident areas, alcohol related crashes, seat-belt use, distracted driving, age, gender, weather, holiday, etc. This allows VIOHS to better understand localized high-risk highway safety problems and statistically significant trends in the USVI.

VIOHS set a goal to modify VIPD's traffic records systems. To meet this goal, VIPD, which spearheads traffic crash data collection, is in the process of procuring the TraCs system. TraCs will modernize traffic data collection in the USVI, allow for more timely access to information, mitigate the incidence of error in data collection through on-the-spot entry capability and streamline the process for effectiveness and efficiency. VIOHS anticipates the system will be up and running by August 2019.

#### PERFORMANCE MEASURES & TARGETS

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

NHTSA Core Performance Measures include: 1.) Traffic Fatalities, 2.) Suspected Serious Injuries, 3.) Unrestrained Passenger Vehicle Occupant Fatalities, 4.) Drivers Age 20 or Younger Involved in Fatal Crashes, 5.) Fatalities Involving Drivers or Motorcycle Operators with  $\geq 0.08$  Blood Alcohol Count (BAC), 6.) Speeding-Related Fatalities, 7.) Motorcyclist Fatalities, 8.) Number of Unhelmeted Motorcyclist Fatalities, 9.) Pedestrian Fatalities, 10.) Seat Belt Usage and 11.) Bicyclist Fatalities.

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

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

### COUNTERMEASURE STRATEGIES

VIOHS works to achieve performance targets through employing evidence-based countermeasure activities that mitigate identified problems and satisfy performance targets. VIOHS will utilize *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices* (8th Edition, 2015) as guidance to identify strategies that have proven effective nationally and are appropriate given data relevant to problem identification and available resources. VIOHS also considers the *Uniform Guidelines for State Highway Safety Programs*.

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

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**Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).**

### PARTICIPANTS

VIOHS fosters essential relationships with *territorial safety partners* to develop and execute highway safety initiatives. Partners provide data necessary to identify highway safety problems and trends, as well as execute countermeasures, such as police traffic enforcement in combination with public outreach and educational projects, to execute VIOHS' mission to the benefit of the USVI.

VIOHS' territorial safety partners consist of:

1. **Impaired Driving Committee** – Virgin Islands Department of Education (DOE), DOH, St. Croix Mission Outreach (SCMO) and VIPD
2. **Occupant Protection Committee** – VIPD, Virgin Islands Fire Service, Department of Human Services (DOHS), Queen Louis Home for Children and DOH (Juan F. Luis Hospital and Medical Center, Roy Lester Schneider Hospital and Medical Center and Myrah Keating Smith Community Health Center)
3. **Traffic Records Coordinating Committee** – DOJ, Bureau of Information Technology (BIT), LGO, DOH, Virgin Islands Territorial Emergency Management Agency (VITEMA), SC and BMV

VIOHS is undertaking a large scale public outreach campaign, including elevated enforcement, relevant to the impaired driving and occupant protections programs. Through the campaign VIOHS has developed

added partnerships with the Department of Tourism (DOT), the Virgin Islands Port Authority (VIPA), the Virgin Islands Department of Public Works (VIDPW), popular local entertainers and various print, radio and televised media outlets. Project execution is currently underway.

VIOHS distributes federal funds amongst GVI, non-profit and other private sector partners to implement countermeasure strategies based on evidence-based identified problems. Interested applicants are provided an application packets detailing application and program requirements and receive one-on-one assistance from area specific VIOHS coordinators to ensure accepted countermeasures and metrics are submitted. In order to solicit greater interest and participation in the program, VIOHS intends to execute at least two (2) informational sessions. Applicants will be provided with guidance to successfully complete an application packets alongside VIOHS coordinators.

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**Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.**

#### VIOHS PROBLEM IDENTIFICATION

The mission of the VIOHS is to prevent motor vehicle crashes and reduce fatalities and severe injury, by providing the safest roadways possible for residents and visitors to the Territory. VIOHS aims to accomplish this mandate through an evidence-based approach. As such, VIOHS implements continuous improvements to programs which develop, promote and execute educational, outreach and enforcement initiatives relevant to highway safety.

VIOHS' top priorities for the FY2019 highway safety program include mitigating increases in *Serious Injuries in Traffic Crashes Fatalities* – increased by three (3) fatalities since 2014; *Unrestrained Passenger Vehicle Occupant Fatalities* – increased by two (2) fatalities in 2017; *Pedestrian Fatalities* –increased by one (1) fatality in 2017; and *Speeding Fatalities* – increased by two (2) fatalities in 2016.



VIOHS will work to maintain and expand reductions that have been achieved in **Traffic Fatalities** – decreased by four (4) fatalities in 2016; **Alcohol Fatalities** – decreased by one (1) fatality in 2016; **Impaired Driving Fatalities** – decreased by one (1) fatality in 2016; **Motorcycle Fatalities** – decreased by one (1) fatality in 2016; and **Driver Age 20 or Younger Fatalities** – decreased by three (3) fatalities in 2015; as well as areas that have not previously been problematic such as **Unhelmeted Motor Cyclist** and **Bicyclist Fatalities** which have sustained zero (0) fatalities in the last five (5) years.

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

Unfortunately, VIOHS was unable to complete the *Observed Seat Belt use for Passenger Vehicle Front Outboard Occupants* (Seatbelt Survey) in 2017 due to the devastating impacts of Hurricanes Irma and Maria from which the USVI is still recovering. The Seatbelt Survey will, however, be completed in 2018. Given the largely steady increase in seatbelt usage as well as the Four (4) Year Moving Average, VIOHS has set the 2019 Goal at 82% usage.

To accomplish the prior goals, VIOHS has initiated an aggressive public outreach campaign, coupled with elevated high-visibility enforcement activities, including citations, to promote highway safety. Relevant to seatbelt citations, in 2017 there was a 39% reduction in citations during grant-funded enforcement from the 2015 level and an 18% reduction from the 2016 level. Relevant to speeding there was a 96% reduction in citations during grant-funded enforcement from the 2013 level.

As such, along with various countermeasure initiatives, VIOHS will focus on enforcement activities as a primary countermeasure. The results of these analyses provide the basis for setting performance measures, selecting countermeasure strategies and identifying planned activities that will be developed into projects. Likewise, sub-grantee projects are selected based on how well the applicant's proposal addresses problem identification, program targets, countermeasure strategy, project evaluation and the proposed budget.

\*VIOHS has acknowledged the need to revamp the USVI's data collection. Most importantly, the incoming TraCs systems will allow for more accurate data over time for comparison. VIOHS will then be

equip to more effectively analyze trends, identify problems and select countermeasure strategies for mitigation.

**Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).**

### METHODS OF PROJECT SELECTION

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

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

1. Establish a grant application schedule including: 1.) a timeframe wherein coordinators will solicit potential applicants in the government, non-profit and private sectors; 2.) coordinators will host two (2) informational sessions for interested candidates; 3.) a timeframe for applicants to work with coordinators to complete comprehensive application packets; 4.) and a firm submittal deadline.
2. Upon conclusion of the grant application period, a team of scorers will equally apply an objective scoring method to all applications. Successful applications will be determined by how well the applicant's proposal addresses problem identification, program targets, countermeasure strategy and project evaluation in addition to other required information. Applicant qualifications and the proposed budget are also considered in scoring applications.
3. Unsuccessful applicants will be provided with the opportunity for a debriefing by the VIOHS Director relevant to the applicant's proposal. Feedback is designed to help the applicant strengthen future submissions.
4. Successful applicants move into negotiations with VIOHS to include requesting changes to project scopes, measurements, and budgets. Project budgets are established based on a review of multi-year crash data and prioritized problematic programs areas and/or locations.

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

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

#### **Enter list of information and data sources consulted.**

Please see the first question of the current section marked “*Data Sources.*”

#### **Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).**

Not Applicable.

### **3 Performance report**

**Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year's HSP.**

<b>Performance Measure Name</b>	<b>Progress</b>
C-1) Number of traffic fatalities (FARS)	Met
C-2) Number of serious injuries in traffic crashes (State crash data files)	Not Met

C-3) Fatalities/VMT (FARS, FHWA)	
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Not Met
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	Met
C-6) Number of speeding-related fatalities (FARS)	Met
C-7) Number of motorcyclist fatalities (FARS)	Met
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Met
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Met
C-10) Number of pedestrian fatalities (FARS)	Not Met
C-11) Number of bicyclists fatalities (FARS)	Met
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Not Met
A-1) Number of Seat Belt Citations Issued During Grant Funded Enforcement	Met
A-2) Number of DUI Arrests Made During Grant Funded Enforcement	Met
A-3) Number of Speeding Citations During Grant Funded Enforcement	Met

### **C-1) Number of traffic fatalities (FARS)**

Progress: Met

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Data indicated that the number of traffic fatalities in the Virgin Islands decreased by 9% from the 2012-2016 five (5) year moving average through December 31, 2018 meeting the set target of 10.

### **C-2) Number of serious injuries in traffic crashes (State crash data files)**

Progress: Not Met

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Based on the data, the number of serious injuries in traffic crashes remained at sixteen (16) between 2015 and 2016. This trend makes it less likely that the target of decreasing serious traffic injuries by seven percent (7%) from 2012-2016 five (5) year moving average of fourteen (14) to thirteen (13) will not be met by December 31, 2018.

### **C-3) Fatalities/VMT (FARS, FHWA)**

Progress:

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Not Applicable.

#### **C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)**

Progress: Not Met

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

The core outcome measure for tracking progress in the Occupant Protection program area is unrestrained passenger vehicle occupant fatalities. In FY 2017, the number of unrestrained passenger vehicle occupant fatalities increased by two (2). Therefore, the target was surpassed and the goal of decreasing unrestrained passenger vehicle occupant fatalities in all seating positions by 50% from 2012-2016 by reducing the five (5) year average of two (2) to one (1) will not be met in FY 2018.

#### **C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)**

Progress: Met

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

The core outcome measure used to monitor progress in the Impaired Driving program area is the number of alcohol-impaired driving fatalities defined as the number of fatalities in crashes involving motorists with a BAC of .08 or above. Based on data, alcohol-impaired driving fatalities decreased from three (3) fatalities in 2013 to one (1) fatality in 2017. Because of this improvement, the target of a 50% reduction from 2012-2016 five (5) year moving average of two (2) to one (1) by December 31, 2018 is on target for achieving goal.

### **C-6) Number of speeding-related fatalities (FARS)**

Progress: Met

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

The core outcome measure for tracking progress in the Police Traffic Services program area is speeding-related fatalities. Because speeding-related fatalities decreased to three (3) in 2017, the set goal was met.

### **C-7) Number of motorcyclist fatalities (FARS)**

Progress: Met

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

One of the core outcome measures for tracking process in the Motorcycle Safety program area is motorcyclist fatalities. Based on data, the number of motorcyclist fatalities decreased from two (2) to one (1) in 2017, allowing the Territory to be on target for achieving goal of decreasing motorcyclist fatalities by twenty-three percent (23%) from 2012-2016 five (5) year moving average of two (2) to one (1).

### **C-8) Number of unhelmeted motorcyclist fatalities (FARS)**

Progress: Met

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

The second core outcome measure for tracking progress in the Motorcycle Safety program area is unhelmeted motorcyclist fatalities. The number of unhelmeted motorcyclist fatalities impressively remained at zero (0) between 2013-2016. Because of this continuous trend, the goal of maintaining the unhelmeted motorcyclist fatalities five (5) year moving average of zero (0) was met.

### **C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)**

Progress: Met

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

The core outcome measure for tracking progress in the Youth Alcohol program area is drivers age 20 or younger

involved in fatal crashes. The involvement of young drivers in fatal crashes decreased from three (3) in 2015 to zero (0) in 2016 and 2017. Because of this reduction, the Territory is on target for achieving goal of decreasing the drivers age 20 or younger involved in fatal crashes five (5) year moving average by one-hundred percent (100%) from one (1) to zero (0) by December 31, 2018.

### **C-10) Number of pedestrian fatalities (FARS)**

Progress: Not Met

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

The core outcome measure for tracking progress in pedestrian safety in pedestrian fatalities. Pedestrian fatalities increased from one (1) to two (2) in 2017. Based on this data, the goal of decreasing pedestrian fatalities by thirty-three percent (33%) from 2012-2016 five (5) year moving average of three (3) to two (2) will not be met.

### **C-11) Number of bicyclists fatalities (FARS)**

Progress: Met

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

The core outcome measure for tracking progress in bicycle safety is bicyclist fatalities. Data show that the number of bicyclist fatalities consistently remained at zero (0) from 2012-2016, setting the Territory on target for achieving goal of maintaining the bicyclist fatalities from 2012-2016 five (5) year moving average of zero (0) through December 31, 2018.

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

Progress: Not Met

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Unfortunately, VIOHS was unable to complete the Observed Seat Belt use for Passenger Vehicle Front Outboard Occupants (Seatbelt Survey) in 2017 due to the devastating impacts of Hurricanes Irma and Maria from which the USVI is still recovering. The Seatbelt Survey will, however, be completed in 2018. Given the largely steady increase in seatbelt usage as well as the Four (4) Year Moving Average, VIOHS has set the 2019 goal at 82% usage.

**A-1) Number of Seat Belt Citations Issued During Grant Funded Enforcement**

Progress: Met

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

There was a 39% reduction in citations during grant-funded enforcement from the 2015 level and an 18% reduction from the 2016 level.

**A-2) Number of DUI Arrests Made During Grant Funded Enforcement**

Progress: Met

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

During Fiscal Year 2017, there were nine (9) arrests made in comparison to the thirteen (13) that was made during Fiscal Year 2016.

**A-3) Number of Speeding Citations During Grant Funded Enforcement**

Progress: Met

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Relevant to speeding, there was a 96% reduction in citations during grant-funded enforcement from the 2013 level.

**4 Performance plan**

**Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.**

Performance Measure Name	Target Period(Performance	Target Start Year (Performance	Target End Year (Performance	Target Value(Performance
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	Target)	Target)	Target)	Target)
C-1) Number of Traffic Fatalities	5 Year	2015	2019	10.0
C-2) Number of serious injuries in Traffic Crashes	5 Year	2015	2019	15.0
C-3) Number of Fatalities/VMT	5 Year	2015	2019	0.000
C-4) Number Unrestrained Passenger Vehicle Occupant Fatalities	5 Year	2015	2019	3.0
C-5) Number of Alcohol Impaired Driving Fatalities	5 Year	2015	2019	1.0
C-6) Number of Speeding Related Fatalities	5 Year	2015	2019	2.0
C-7) Number of Motorcyclist Fatalities	5 Year	2015	2019	1.0
C-8) Number of Unhelmeted Motorcyclist Fatalities	5 Year	2015	2019	0.0
C-9) Number of Drivers Age 20 or Younger Fatalities	5 Year	2015	2019	0.0
C-10) Number of Pedestrian Fatalities	5 Year	2015	2019	1.0
C-11) Number of Bicyclist Fatalities	5 Year	2015	2019	0.0
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (Seatbelt Survey)	Annual	2019	2019	82.0
A-1) Number of Seat Belt Citations Issued During Grant Funded Enforcement				

A-2) Number of DUI Arrests Made During Grant Funding Enforcement	5 Year	2015	2019	20.0
A-3) Numbr of Speeding Citations During Grant Funded Enforcement	5 Year	2015	2019	150.0
Accuracy Traffic Records Performance Measure	Annual	2019	2019	100.0
Timeliness Traffic Records Performance Measure	Annual	2019	2019	24.0

### C-1) Number of Traffic Fatalities

#### Is this a traffic records system performance measure?

Yes

Primary performance attribute: Accuracy

Core traffic records data system to be impacted: Citation/Adjudication

C-1) Number of traffic fatalities-2019

Target Metric Type: Numeric

Target Value: 10.0

Target Period: 5 Year

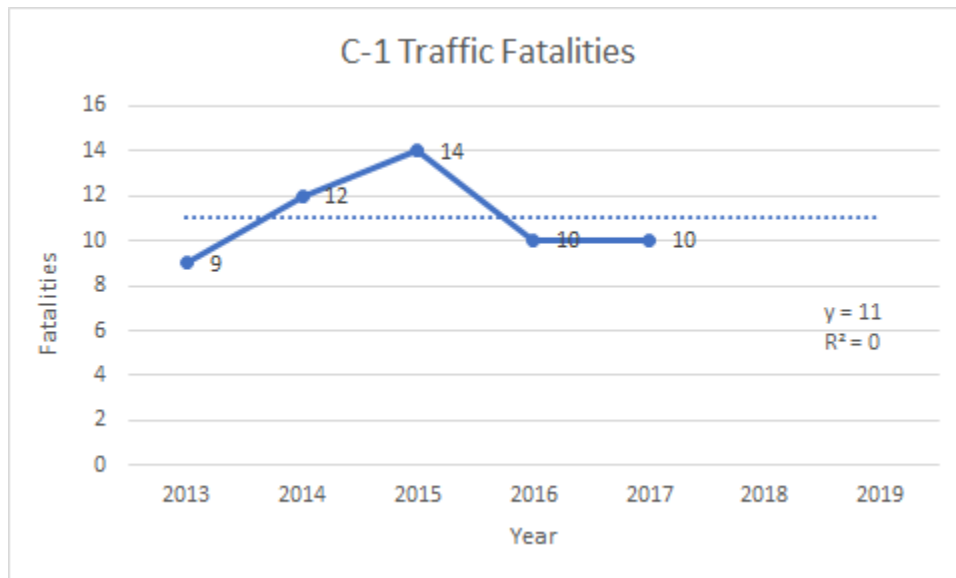
Target Start Year: 2015

#### Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

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

VIOHS will work to maintain and expand reductions that have been achieved in Traffic Fatalities - decreased by four (4) fatalities in 2016.



## C-2) Number of serious injuries in Traffic Crashes

Is this a traffic records system performance measure?

No

C-2) Number of serious injuries in Traffic Crashes-2019

Target Metric Type: Numeric

Target Value: 15.0

Target Period: 5 Year

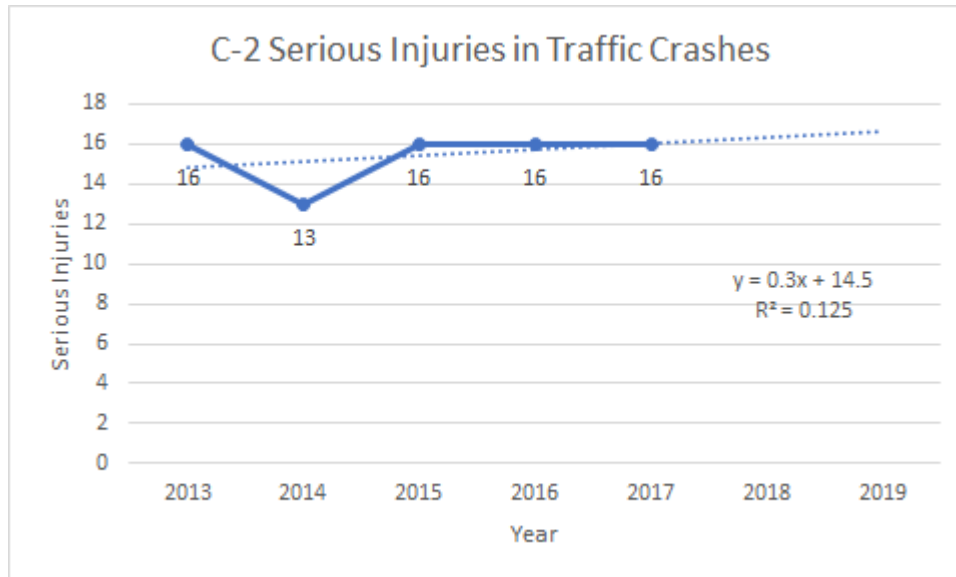
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

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

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

In FY 2019, VIOHS will mitigate increases Serious Injuries in Traffic Crashes Fatalities - increased by three (3) fatalities since 2014.



### C-3) Number of Fatalities/VMT

**Is this a traffic records system performance measure?**

No

C-3) Number of Fatalities/VMT-2019

Target Metric Type: Numeric

Target Value: 0.000

Target Period: 5 Year

Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Not Applicable

### C-4) Number Unrestrained Passenger Vehicle Occupant Fatalities

**Is this a traffic records system performance measure?**

No

C-4) Number Unrestrained Passenger Vehicle Occupant Fatalities-2019

Target Metric Type: Numeric

Target Value: 3.0

Target Period: 5 Year

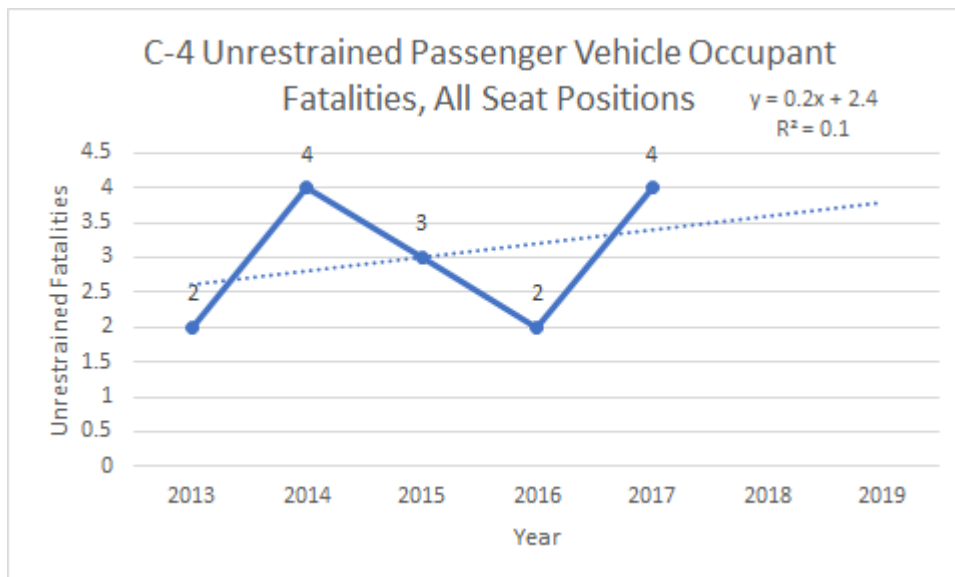
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

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

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

VIOHS will mitigate increases in Unrestrained Passenger Vehicle Occupant Fatalities - increased by two (2) fatalities in 2017.



### C-5) Number of Alcohol Impaired Driving Fatalities

**Is this a traffic records system performance measure?**

No

C-5) Number of Alcohol Impaired Driving Fatalities-2019

Target Metric Type: Numeric

Target Value: 1.0

Target Period: 5 Year

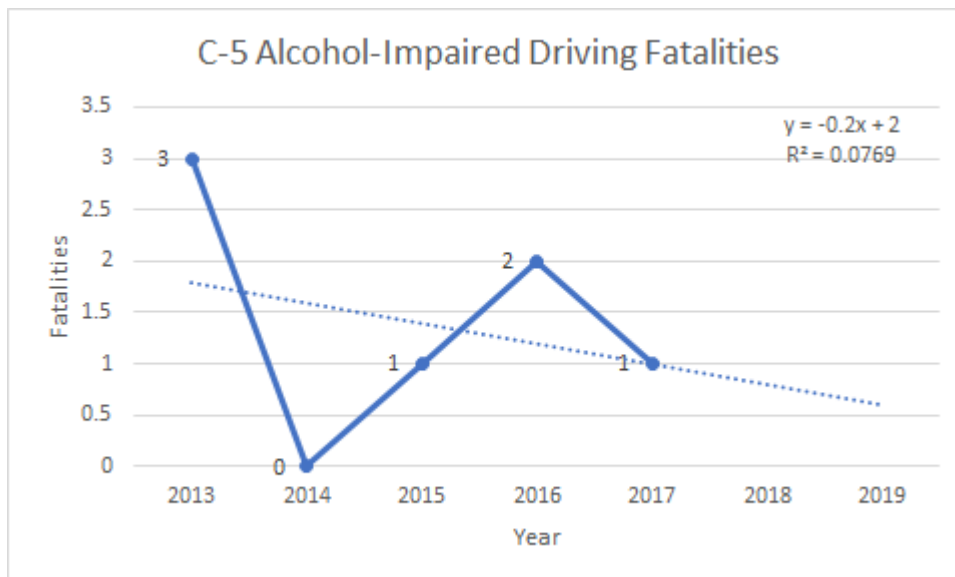
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

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

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

VIOHS will maintain and expand reductions that have been achieved in Alcohol Impaired Driving Fatalities - decreased by one (1) fatality in 2017.



### **C-6) Number of Speedig Related Fatalities**

**Is this a traffic records system performance measure?**

No

C-6) Number of Speedig Related Fatalities-2019

Target Metric Type: Numeric

Target Value: 2.0

Target Period: 5 Year

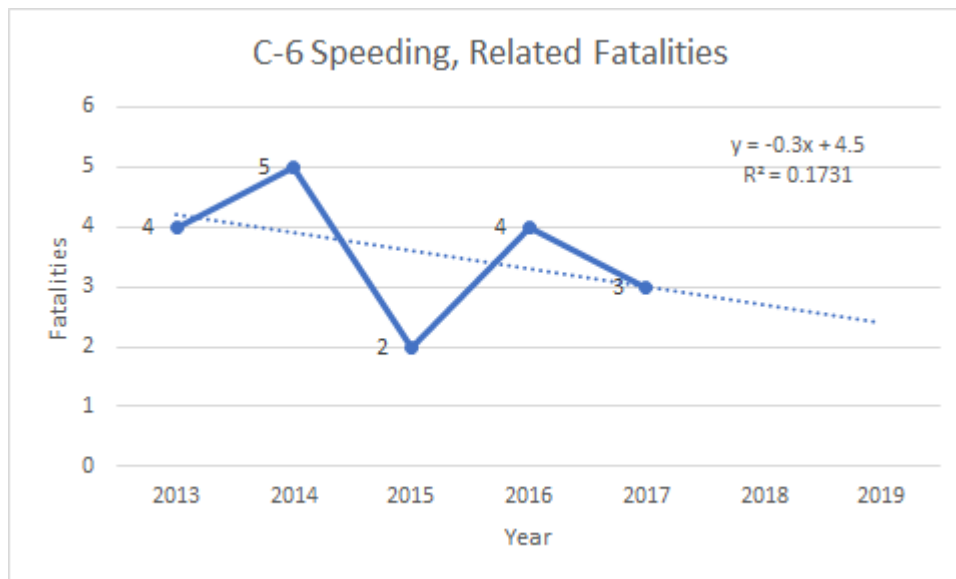
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

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

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

In FY 2019, VIOHS will mitigate increases in Speeding Related Fatalities - increased by two (2) fatalities in 2016.



## C-7) Number of Motorcyclist Fatalities

**Is this a traffic records system performance measure?**

No

C-7) Number of Motorcyclis Fatalities-2019

Target Metric Type: Numeric

Target Value: 1.0

Target Period: 5 Year

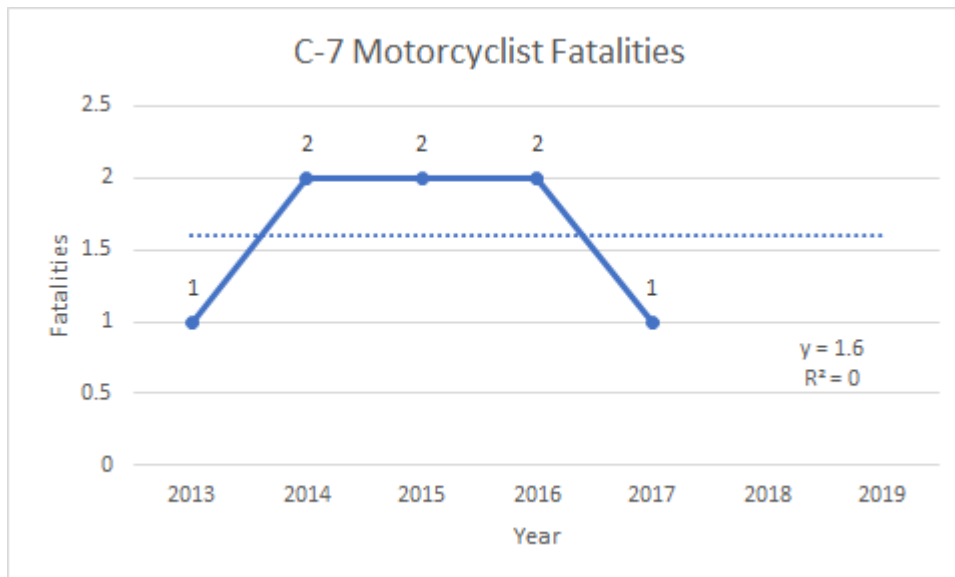
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

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

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

VIOHS will work to maintain and expand reductions that have achieved in Motorcyclist Fatalities - decreased by one (1) in 2017.



### C-8) Number of Unhelmeted Motorcyclist Fatalities

**Is this a traffic records system performance measure?**

No

C-8) Number of Unhelmeted Motorcyclist Fatalities-2019

Target Metric Type: Numeric

Target Value: 0.0



Target Period: 5 Year

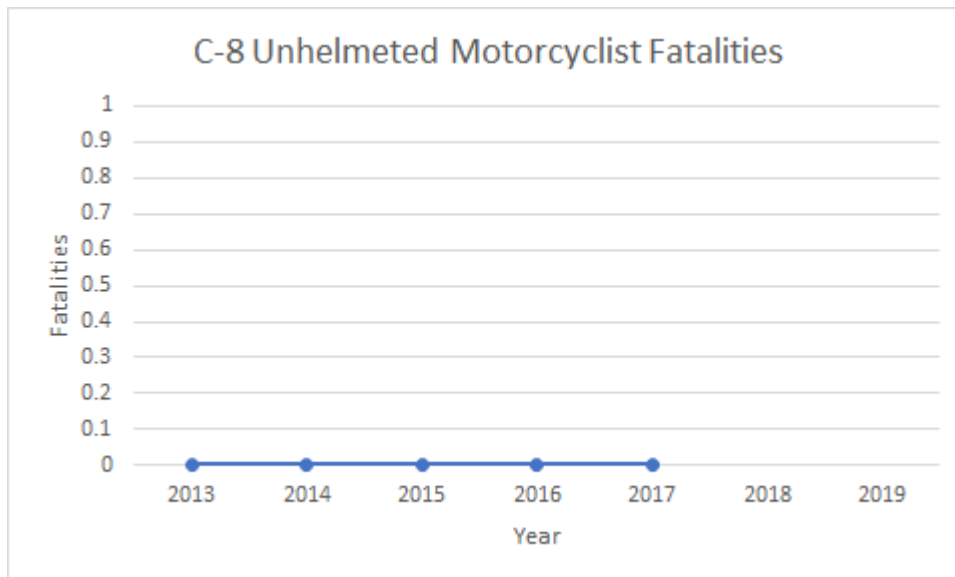
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

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

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

Unhelmeted Motorcyclist Fatalities have not previously been problematic. VIOHS will work to maintain the sustained number of zero (0) Unhelmeted Motorcyclist Fatalities in FY 2019.



### **C-9) Number of Drivers Age 20 or Younger Fatalities**

**Is this a traffic records system performance measure?**

No

C-9) Number of Drivers Age 20 or Younger Fatalities-2019

Target Metric Type: Numeric

Target Value: 0.0

Target Period: 5 Year

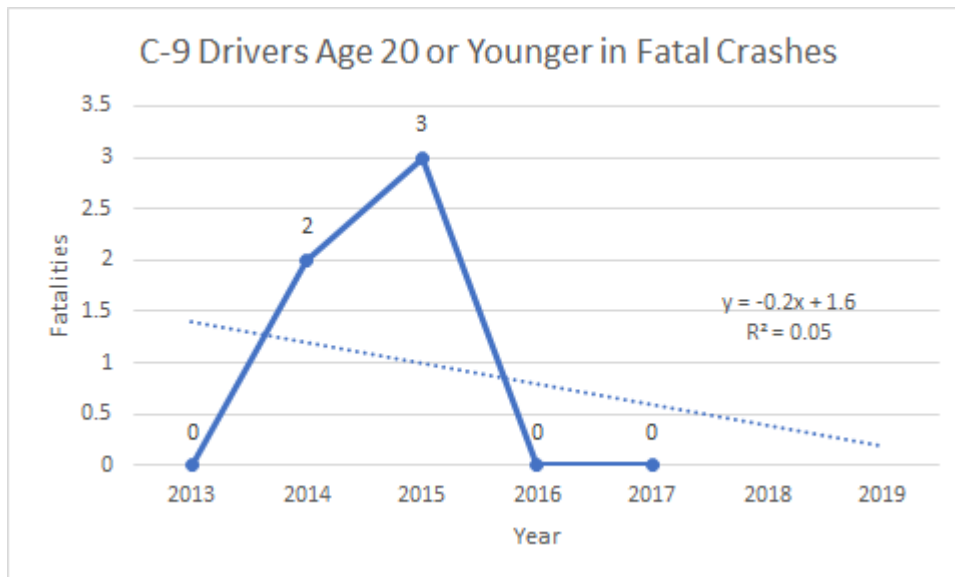
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

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

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

VIOHS will work to maintain reductions that have been achieved in 2015 of Drivers Age 20 or Younger Fatalities. Drivers Age 20 or Younger Fatalities have sustained zero (0) fatalities in the last two (2) years.



### C-10) Number of Pedestrian Fatalities

**Is this a traffic records system performance measure?**

No

C-10) Number of Pedestrian Fatalities-2019

Target Metric Type: Numeric

Target Value: 1.0

Target Period: 5 Year

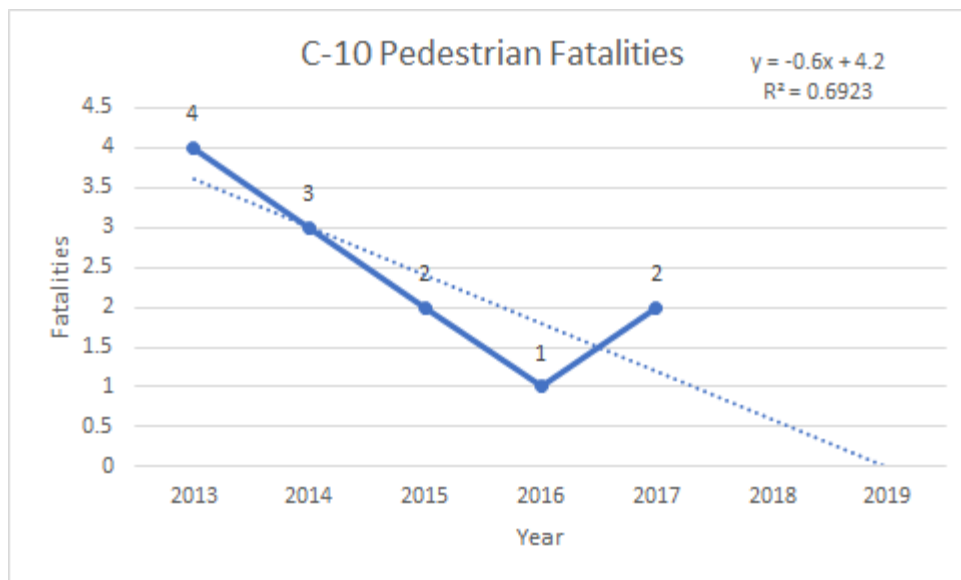
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

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

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

In FY 2019, VIOHS will mitigate increases in Pedestrian Fatalities - increased by one (1) fatalities in 2017.



### C-11) Number of Bicyclist Fatalities

**Is this a traffic records system performance measure?**

No

C-11) Number of Bicyclist Fatalities-2019

Target Metric Type: Numeric

Target Value: 0.0

Target Period: 5 Year

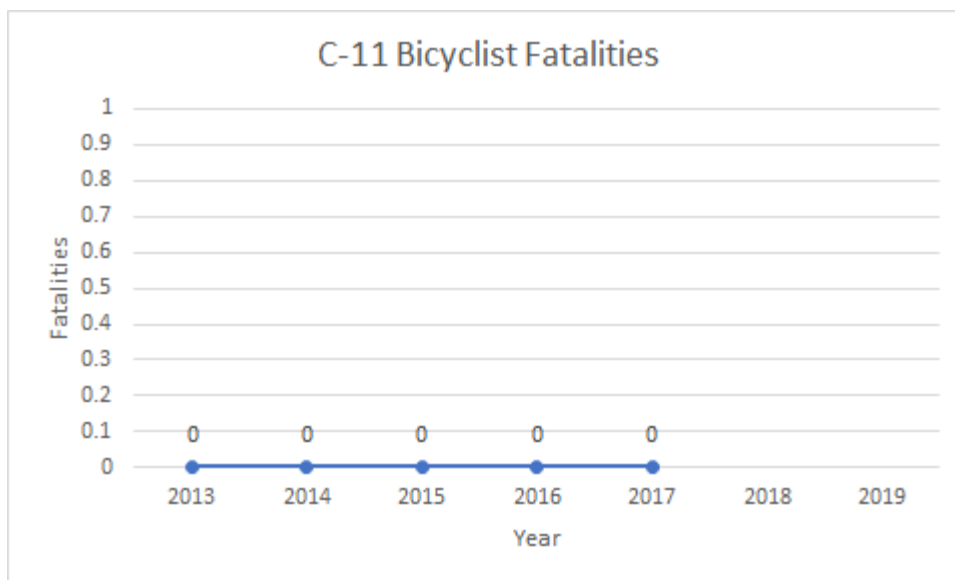
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

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

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

Bicyclist Fatalities have not previously been problematic. VIOHS will work to maintain the sustained number of zero (0) Unhelmeted Bicyclist Fatalities in FY 2019.



### **B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (Seatbelt Survey)**

**Is this a traffic records system performance measure?**

No

B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (Seatbelt Survey)-2019

Target Metric Type: Percentage

Target Value: 82.0

Target Period: Annual

Target Start Year: 2019

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

VIOHS was unable to complete the Observed Seat Belt Use use for Passenger Vehicle Front Outboard Occupants (Seatbelt Survey) in 2017 due to the devastating impacts of Hurricanes Irma and Maria from which the USVI is still recovering. The Seatbelt Survey will be completed in FY 2018. Given the largely steady increase in seatbelt usage as well as the Four (4) Year Moving Average, VIOHS has set the 2019 Goal at 82% usage.

### **A-1) Number of Seat Belt Citations Issued During Grant Funded Enforcement**

**Is this a traffic records system performance measure?**

No

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

To accomplish the prior goals, VIOHS has initiated a an aggressive public outreach campaign coupled with elevated high-visibility enforcement activities, including citations, to promote highway safety. As such, along with various countermeasure initiatives, VIOHS will focus on enforcement activities as a primary countermeasure. These grant-funded activities will aid in surpassing the five (5) year moving average of 713 to 800 in FY 2019.

### **A-2) Number of DUI Arrests Made During Grant Funding Enforcement**

**Is this a traffic records system performance measure?**

No

A-2) Number of DUI Arrests Made During Grant Funding Enforcement-2019

Target Metric Type: Numeric

Target Value: 20.0

Target Period: 5 Year

Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

To accomplish the prior goals, VIOHS has initiated a an aggressive public outreach campaign coupled with elevated high-visibility enforcement activities, including citations, to promote highway safety. As such, along with various countermeasure initiatives, VIOHS will focus on enforcement activities as a primary countermeasure. These grant-funded enforcement activities will aid in surpassing the five (5) year moving average of eight (8) to twenty (20) in FY

2019.

### **A-3) Numbr of Speeding Citations During Grant Funded Enforcement**

**Is this a traffic records system performance measure?**

No

A-3) Numbr of Speeding Citations During Grant Funded Enforcement-2019

Target Metric Type: Numeric

Target Value: 150.0

Target Period: 5 Year

Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

To accomplish the prior goals, VIOHS has initiated a an aggressive public outreach campaign coupled with elevated high-visibility enforcement activities, including citations, to promote highway safety. As such, along with various countermeasure initiatives, VIOHS will focus on enforcement activities as a primary countermeasure. VIOHS will surpass the five (5) year moving average of 108 to 150 in FY 2019.

### **Accuracy Traffic Records Performance Measure**

**Is this a traffic records system performance measure?**

Yes

Primary performance attribute: Accuracy

Core traffic records data system to be impacted: Citation/Adjudication

Accuracy Traffic Records Performance Measure-2019

Target Metric Type: Percentage

Target Value: 100.0

Target Period: Annual

Target Start Year: 2019

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

The Accuracy Traffic Records performance measure will enhance the Virgin Islands Police Department, Government agencies, and the community's ability to access complete and accurate traffic data required to identify, isolate, and analyze critical traffic safety issues in a timely manner. The application of the Traffic and Criminal Software (TraCS) in all operational phases (data collection, interface, processing, retrieval, integration, and analysis) in Fiscal Year 2019, would allow multiple layers of data entry from different agencies, contributing to the development of an effective traffic-related injury control effort in the Territory of the United States Virgin Islands.

## **Timeliness Traffic Records Performance Measure**

### **Is this a traffic records system performance measure?**

Yes

Primary performance attribute: Timeliness

Core traffic records data system to be impacted: Emergency Medical Services/Injury Surveillance Systems

Timeliness Traffic Records Performance Measure-2019

Target Metric Type: Numeric

Target Value: 24.0

Target Period: Annual

Target Start Year: 2019

### **Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

The Timeliness Traffic Records performance target will increase effectiveness of injury surveillance tracking within the Territory through timely and complete data entry, easy extraction; create customized data sets and exporting of data. Through the Virgin Islands Office of Highway Safety, the Virgin Islands Emergency Services was able to implement ePCRs, which will make reporting and exporting information to the National EMS Information System seamless.

The performance target will also enhance the analytic capacity of crash records and efficient data analysis, to include location data, contributing factors such as time of day, age, gender, etc., to effectively monitor the effectiveness of resource deployment. With the development of the new GIS project, location data will be provided, enhancing the response time of first responders to crashes.

**State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.**

Check the box if the statement is correct.

Yes

**Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.**

**A-1) Number of seat belt citations issued during grant-funded enforcement activities\***

Fiscal year	2017
Seat belt citations	771

**A-2) Number of impaired driving arrests made during grant-funded enforcement activities**

Fiscal year	2017
Impaired driving arrests	9

**A-3) Number of speeding citations issued during grant-funded enforcement activities\***

Fiscal year	2017
Speeding citations	

## 5 Program areas

### Program Area Hierarchy

1. Impaired Driving (Alcohol)

- Publicized Sobriety Checkpoints
  - Impaired Driving Enforcement Equipment Program (VI)
    - FAST Act NHTSA 402
- NHTSA's Uniform Guidelines, Guideline #8, Chapter III, Criminal Justice System; Section B. Enforcement.
  - Impaired Driving Program Training (SFST)
    - FAST Act NHTSA 402
- NHTSA Impaired Driving, Section 6.5 Youth Programs-Peer to Peer Approach
  - Impaired Driving Youth Awareness Programs (SIDNE)
    - FAST Act NHTSA 402



- Impaired Driving Highway Safety Office Program Management
  - Impaired Driving Management
    - FAST Act NHTSA 402
- High Visibility Saturation Patrols
  - Impaired Driving Overtime Enforcement (St. Croix)
    - FAST Act NHTSA 402
- DWI Offender Monitoring
  - Impaired Driving Overtime Enforcement (St. Thomas/St. John)
    - FAST Act NHTSA 402
  - St. Croix Mission Outreach DUI Offenders
    - FAST Act NHTSA 402
- Alcohol Screening and Brief Intervention
  - Impaired Driving Media Survey
    - FAST Act NHTSA 402

## 2. Traffic Records

- Traffic Records Highway Safety Office Program Management
  - Virgin Islands Emergency Medical Services (VIEMS)
    - Other
  - Traffic Records Management
    - MAP 21 405c Data Program
  - E-Citation Project
    - Other
  - Geocoding and Geolocation Project
    - Other
- Improving Traffic Records System
  - Traffic Records Management Training
    - MAP 21 405c Data Program
  - Traffic Records Inter-Island Travel
    - MAP 21 405c Data Program

## 3. Occupant Protection (Child Passenger Safety)

- Sustained Enforcement- St. Croix
  - Occupant Protection Enforcement
- Sustained Enforcement
- Occupant Protection Management
  - Occupant Protection Management
- Child Restraint System Inspection Station(s)

## 4. Communications (Media)

- Mass Media Campaign
  - Impaired Driving Media Campaign
    - FAST Act NHTSA 402

## 5. Distracted Driving

## 6. Police Traffic Services

## 7. Planning & Administration

- (none)
  - Planning and Administration
    - NHTSA 402

## 5.1 Program Area: Impaired Driving (Alcohol)

**Program area type** Impaired Driving (Alcohol)

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

### Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

### Problem Identification

Impaired driving fatalities since Fiscal Year (FY) 2013 through FY 2017 have fluctuated; with FY 2013 reflecting three (3) fatalities to FY 2014 decreasing to zero (0) and rising back to one (1) in FY 2015, dramatically increases to two (2) in FY 2016 and in FY 2017 subsided to one (1) casualty.



Alcohol impairment is measured by the amount of alcohol in the blood or blood alcohol concentration (BAC) and is one (1) of the traffic issues in the Virgin Islands. A driver is considered legally impaired when their BAC is zero point zero eight (0.08) percent or higher. As the BAC increases, the effects are indicated by a decline in visual and multi-tasking functions, reduced

concentration, impaired perception, and an inability to respond quickly to emergencies. Impaired Driving under the influence of alcohol, legal or over the counter prescriptions, or illegal drugs, results in a complex social issue that involves multiple areas of the criminal justice, health care, and education systems. Marijuana has recently been decriminalized within the Territory, and brings another potential component of impaired driving. To date, there hasn't been any real data collected

on the effects of marijuana as it relates to the impairment of driving. However, data shows that the frequency of impaired driving crashes is the highest between the hours of midnight and 2 a.m., and on weekends fatalities based on the crash locations and crash volume extracted from Report Beam.

During Fiscal Year (FY) 2017, there were a total of five thousand and eighty-three (5,083) crashes Territory-wide. With one thousand four hundred ninety-two (1,492) crashes within the St. Croix District with thirty-six (36) of those were attributed to impaired driving. And three thousand two hundred and eighty-nine (3,289) crashes in the St. Thomas District and thirty-four (34) in the St. John District with thirty-three (33) attributed to impaired driving with an overall of one (1) fatality related to impaired driving. When compared to Fiscal Year 2016, there were six (6) traffic fatalities within the District with two (2) of those fatalities correlated to impaired driving.



### **Granted & Non-granted Enforcement DUI Arrest**

Impaired Driving Territorial enforcement generated eighty-seven (87) DUI arrests with fifty-five (55) in the St. Croix District and thirty-two (32) non-granted funded DUI arrests in the St. Thomas/St. John District during Fiscal Year 2017, which is fifty-two-point six three percent (52.63%) increase from fifty-seven (57) in Fiscal Year 2016. Based on the data received from Virgin Islands Police Report, the specific period of time DUI motorist were arrested between the hours of 6:00pm to 4:00am.

Fiscal Year 2017, St. Croix District DUI Arrest by the day of week is as follows:

- Sunday- Twenty percent (20%)
- Monday- Nine percent (9%)
- Tuesday- Eleven percent (11%)
- Wednesday- Six percent (6%)
- Thursday- Seven percent (7%)
- Friday- Twenty-two percent (22%)
- Saturday- Twenty five percent (25%)

Fiscal Year 2017, St. Thomas/St. John District DUI Arrest by the day of week is as follows:

- Sunday- Nine percent (9%)
- Monday- Twenty-two percent (22%)
- Tuesday- Nineteen percent (19%)
- Wednesday- Six percent (6%)
- Thursday- Thirteen percent (13%)
- Friday- Nine percent (9%)
- Saturday- Twenty-two percent (22%)

Community events held within the Territory that has alcohol consumption generated the impaired driving arrests that occur within the St. Croix District FY 2017 is as follows:

- Thirteen (13) arrests account for twenty-six percent (26%) of the total occurred during December and January. The annual St. Croix Festival occurs during this time and the revelers consume a large amount of alcohol at the festival events.
- Three (3) arrests account for six percent (6%) of the total transpired in February. During the annual Agriculture, Arts and Food Fair. The Agriculture Arts and Food Fair is the second largest in the Caribbean.
- Four (4) arrests account for eight percent (8%) of the total transpired during April during the celebration of the Dominican Republic Independence celebration along with Easter activities.
- Two (2) arrests account for four percent (4%) of the total were generated during June and July. The Virgin Island Food and Wine Experience is held at that time.

### **Crash Data**

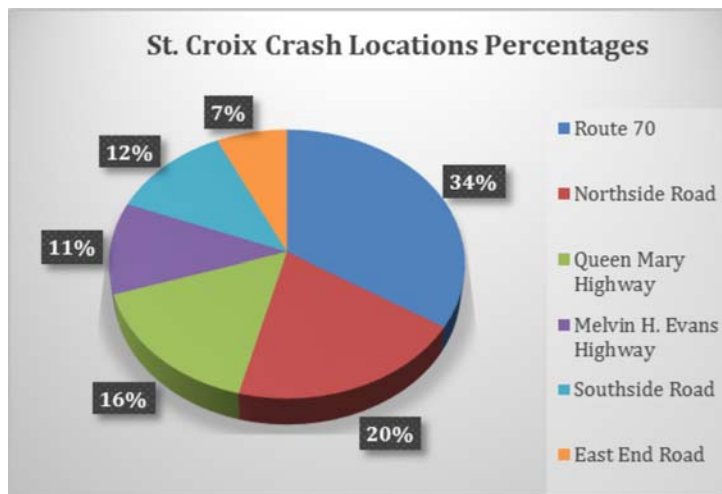
In Fiscal year 2017, the data from Report Beam reveals that a greater number crashes transpired between 6:00pm and 3:00am. In the St. Croix District, seventy-eight percent (78%) of the total crashes during that timeframe and twenty-four percent (24%) in the St. Thomas/St. John District and has been stagnant for the past five (5) years. The following high crash locations for Fiscal Year 2017 were obtained through Report Beam:

St. Croix District:

- Route 70 (34% of the total crashes)
- Northside Road (20% of total crashes)
- Queen Mary Highway (16% of total crashes)
- Melvin Evans Highway (11% of total crashes)
- Southside Road (12% of total crashes)

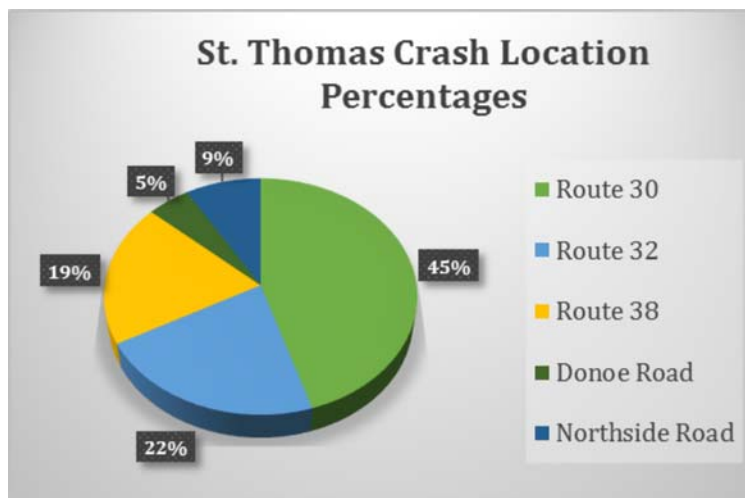
- East End Road (7% of crashes)

v.



St. Thomas District:

- Route 30 (48% of total crashes)
- Route 32 (18% of total crashes)
- Route 38 (21% of total crashes)
- Donoe Road (4% of total crashes)
- Northside Road (9% of total crashes)



St. John District:

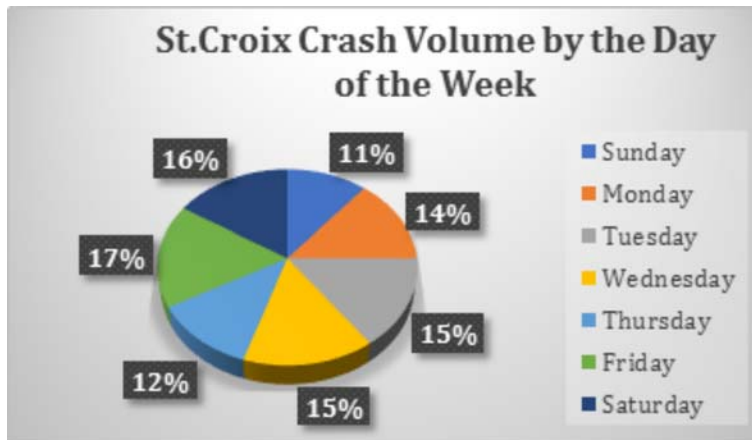
- North Shore Road
- Kings Hill Road

To determine crash volume by day of week as it relates to impaired driving by percentages is currently unable to evaluate data since the Territory does not have a crash reporting system to confirm this type of data and can be easily accessible.

Fiscal Year 2017 St. Croix Crash Volume by the day of week is as follows:

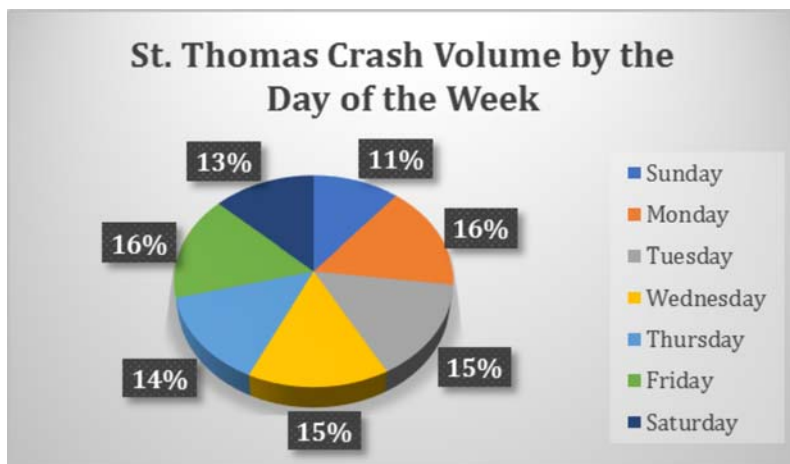
- Sunday -Eleven percent (11%)
- Monday- Fourteen percent (14%)

- Tuesday- Fifteen percent (15%)
- Wednesday- Fifteen percent (15%)
- Thursday- Twelve percent (12%)
- Friday- Seventeen percent (17%)
- Saturday- Sixteen percent (16%)



Fiscal Year 2017 St. Thomas/St. John Crash Volume by the day of week is as follows:

- Sunday -Eleven percent (11%)
- Monday- Sixteen percent (16%)
- Tuesday- Fifteen percent (15%)
- Wednesday- Fifteen percent (15%)
- Thursday- Fourteen percent (14%)
- Friday- Sixteen percent (16%)
- Saturday- Thirteen percent (13%)



The Virgin Islands Office of Highway Safety (VIOHS) distributed and evaluated four hundred and twenty-two (422) of the Attitude and Awareness survey to gather a general idea of what the

motoring public thinks. The survey shows that drivers within the Territory self-report many violations in their driving behavior. Many admitted to violating the law in the areas surveyed (safety belt use, speeding, and impaired driving). For example, three hundred and sixty-eight (368 eighty-seven percent (87%) surveyors indicated they've driven a motor vehicle after drinking alcoholic beverages, which illustrates the community outlook on drinking while impaired.

## Performance measures

**Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.**

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of Traffic Fatalities	5 Year	2019	10.0
2019	C-2) Number of serious injuries in Traffic Crashes	5 Year	2019	15.0
2019	C-5) Number of Alcohol Impaired Driving Fatalities	5 Year	2019	1.0
2019	C-9) Number of Drivers Age 20 or Younger Fatalities	5 Year	2019	0.0
2019	A-2) Number of DUI Arrests Made During Grant Funding Enforcement	5 Year	2019	20.0

## Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.**

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name

2019	Publicized Sobriety Checkpoints
2019	NHTSA's Uniform Guidelines, Guideline #8, Chapter III, Criminal Justice System; Section B. Enforcement.
2019	NHTSA Impaired Driving, Section 6.5 Youth Programs-Peer to Peer Approach
2019	Impaired Driving Highway Safety Office Program Management
2019	High Visibility Saturation Patrols
2019	DWI Offender Monitoring
2019	Alcohol Screening and Brief Intervention

### 5.1.1 Countermeasure Strategy: Publicized Sobriety Checkpoints

**Program area** Impaired Driving (Alcohol)

**Countermeasure strategy** Publicized Sobriety Checkpoints

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No



**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of §**

**1300.28(b)(1)]**

No

**Countermeasure strategy description**

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

**Description:** This countermeasure strategy was selected to complement the other strategies proposed for the Impaired Driving program area which collectively will provide a comprehensive approach to addressing the issues that have identified. The Territory has very limited areas where enforcement can be conducted due to poor or no lighting. This limits enforcement in a number of key locations according to statistics of crashes. The portable lighting equipment will allow enforcement to be conducted in areas with poor or no lighting and enhance law enforcement and the public safety. The VI Office of Highway Safety purchased Intoximeters to be operated during DUI Initiatives for the testing of offenders who failed the field sobriety tests.

Intoximeters (Intox EC/IR II) purchased will be utilized during enforcement activities and available for use if an offender fails his/her sobriety testing to determine two (2) distant analytical techniques to measure alcohol concentration by utilizing an electrochemical sensor (fuel cell) and a miniaturized non-dispersive infrared molecular absorption (IR) bench. The EC/IR II provides better accuracy when several measurements are made in a brief period, better recovery of the cell to original values after a period of intense usage, better long-term stability of calibration and excellent linearity with respect to sample concentration.

This countermeasure strategy is based on "*NHTSA: Countermeasures That Work*" Chapter 1. Alcohol and Drug Impaired Driving Section 2.1 Publicized Sobriety Checkpoints, as 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 an ongoing sobriety checkpoint program. The breathalyzer is test device used to estimate or measure a driver's Blood Alcohol Concentration (BAC). Law enforcement officers use the preliminary breath test devices in the field to help establish evidence for a DWI arrest. The driver blows into a mouthpiece and the PBT displays either a numerical BAC level, such as .12, or a BAC range, such as a red light for BACs at or above .08.

**Enter description of the linkage between program area problem identification data,**

**performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

**Description:** Impaired Driving Territorial enforcement generated eighty-seven (87) DUI arrests with fifty-five (55) in the St. Croix District and thirty-two (32) non-granted funded DUI arrests in the St. Thomas/St. John District during Fiscal Year 2017, which is fifty-two-point six three percent (52.63%) increase from fifty-seven (57) in Fiscal Year 2016.

This countermeasure strategy funding will be allocated for equipment to enhance impaired driving enforcement efforts and will contribute to attaining the performance targets set to reduce the number of fatalities, alcohol-related crashes and serious injuries. Enforcement is very limited in a number of key locations according to statistics of crashes. The portable lighting equipment and Intoximeters will allow enforcement to be conducted in areas with poor or no lighting and enhance law enforcement and the public safety and to be operated during DUI Initiatives for the testing of offenders who failed the field sobriety tests.

Costs for this project will include the following:

- Portable Lighting Systems: Two (2) Districts estimated at \$32,530.00 each
- Intoximeters: Two (2) per District estimated at \$6,250.00 each
- Supplies
- Training for use of equipment
- Indirect Cost \$3,164.42

**Evidence of effectiveness****Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Driving Under the Influence (DUI) traffic enforcement is a specialized field that requires specialized equipment for its overall effectiveness. Funding is vital to provide VIPD with the adequate tools and equipment for the enforcement of the law and saving countless lives in the process.

Law Enforcement officers generally agree that PBTs are useful. Sixty-nine percent (69%) of the 2,731 law enforcement officers surveyed by Simpson and Robertson (2001) supported greater PBT availability and use. PBTs are especially valuable for two classes of drivers who may appear to perform normally on many tasks: drivers with a high tolerance to alcohol (Simpson & Robertson, 2001) and drivers under 21 who may be in violation of zero-tolerance laws (Ferguson et al., 2000). PBTs also can be useful at crash scenes where a driver is injured and unable to perform a Standardized Field Sobriety Test. There is some evidence that PBT use increases DWI arrests and reduces alcohol-involved fatal crashes (Century Council, 2008).

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-IDEEPVI-402	Impaired Driving Enforcement Equipment Program (VI)	Publicized Sobriety Checkpoints

#### 5.1.1.1 Planned Activity: Impaired Driving Enforcement Equipment Program (VI)

**Planned activity name** Impaired Driving Enforcement Equipment Program (VI)

**Planned activity number** 19-IDEEPVI-402

**Primary countermeasure strategy** Publicized Sobriety Checkpoints

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

**Description:** VIOHS will provide funds for equipment to enhance impaired driving enforcement efforts. The Territory has very limited areas where enforcement can be conducted due to poor or no lighting. This limits enforcement in a number of key locations according to statistics of crashes. The portable lighting system will allow law enforcement initiatives to be conducted in areas with poor or no lighting and enhance law enforcement and the public safety. The VI Office of Highway Safety purchased Intoximeters to be operated during DUI Initiatives for the testing of offenders who failed the field sobriety tests.

Four (4) Intoximeters equipment was purchased for both Districts; St. Croix and St. Thomas/St.

John. In the St. Thomas/ St. John District two (2) are stored and easily accessible in the St. Thomas Traffic Division, with one (1) in the DUI van, and one (1) is housed and easily accessible in the St. John Traffic Division; in the St. Croix District one (1) is housed in the DUI van, two (2) are housed and easily accessible in the Traffic Division (with only one (1) functioning Intoximeter) and one (1) is housed and easily accessible in the Patrol Division. The Standardized Field Sobriety Test (SFST) training throughout the Territory was conducted in May of 2017, of which, fifty-nine (59) officers were trained and certified Territorially, which were not only part of the Traffic Divisions in VIPD in both Districts, but included officers from the Patrol, Bike, Special Operations, and Criminal Investigation Bureau Units of the Police Department. Hence, broadening the scope and expertise of the department's officers to detect impaired driving.

### Enter intended subrecipients.

#### Virgin Islands Police Department and Office of Highway Safety

**Project Title:** Impaired Driving Enforcement Equipment Program (VI)

**Project Number:** 19-IDEEPVI-402

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Publicized Sobriety Checkpoints

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2019	FAST Act NHTSA 402		\$83,164.42		
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## Major purchases and dispositions

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Generator w/Lighting System-LED	4	\$9,299.00	\$37,196.00	\$9,299.00	\$37,196.00
Intoximeters	4	\$6,250.00	\$25,000.00		

### 5.1.2 Countermeasure Strategy: NHTSA's Uniform Guidelines, Guideline #8, Chapter III, Criminal Justice System; Section B. Enforcement.

**Program area** Impaired Driving (Alcohol)

**Countermeasure strategy** NHTSA's Uniform Guidelines, Guideline #8, Chapter III, Criminal Justice System; Section B. Enforcement.

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§**

**405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**



No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

The training will teach the Virgin Islands Police Department (VIPD) how to identify impaired drivers, conduct SFSTs, articulate their investigations and how to become self-sufficient in the delivery of the National Highway Traffic Safety Association (NHTSA) and International Association of Chiefs of Police (IACP) SFST course.

This countermeasure strategy focuses on planned training anticipated to change the Virgin Islands Police department (VIPD)'s culture concerning impaired driving enforcement. The VIPD can benefit from having properly trained personnel that can identify and arrest impaired drivers. It is essential that law enforcement officers become comfortable identifying suspected offenders, requesting/administering field sobriety tests, and articulating their findings.

Training will continue a program to certify/recertify law enforcement officers to provide advanced DUI training to other law enforcement officers. The grant will allow a small group of SFST instructors/regional coordinators to attend the national Institute of Police Technology and Management (IPTM) Conference. With the increasing number of alcohol-related DUIs and crashes, this program is an essential component strategy to reduce impaired driving.

Funding allocated for this training curriculum, provided by the International Association of Chiefs of Police, includes classroom instruction, written tests and supervised evaluation of alcohol impaired subjects. Those certified by this program are able to conduct standardized and systematic evaluations of alcohol-impaired individuals and provide reliable testimony in court. The grant will pay for the course materials, and costs associated with providing training events. This program provides specific training to improve officer skills for enforcing laws related to impaired driving.

**Enter description of the linkage between program area problem identification data,**

## **performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

The data analysis conducted under the problem identification task showed that the number of drivers arrested for impaired driving has been drastically decreased. Between Fiscal Year 2013 and 2017, the number of drivers arrested for impaired driving decrease from 184 to 55, indicating a seventy-point one one percent (70.11%) decrease; DUI fatalities showed sixty-six-point six seven percent (66.67%) decrease from three (3) to one (1); DUI related injuries from forty-six (46) in 2013 to zero (0) in 2017. Based on the data signifying the need and reduction in crashes, fatalities and arrests is necessary and required to continue the enforcement mobilization in the Virgin Islands. Implementation of this training/project is a continuing process requiring twenty-four to thirty-six (24-36) or more months to complete, which will take more than one (1) fiscal year to complete.

This countermeasure was selected to support training programs to improve the detection and arrest of impaired drivers. 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 other officers' inability to intervene when offenses are encountered. Therefore, the VIOHS will propose to have the specified trainings conducted within the Territory in the St. Croix and St. Thomas/St. John Districts respectively.

Tracking and evaluations of these trainings will be done by the VIPD's Training Division and the VIOHS team. This strategy is based on NHTSA's Uniform Guidelines, Guideline #8, Chapter III, Criminal Justice System; Section B. Enforcement. States should implement comprehensive enforcement programs the likelihood of detecting, investigating, arresting, and convicting impaired drivers.

## **Evidence of effectiveness**

### **Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

**Standardized Field Sobriety Tests (SFST) Training:** Officers have used SFSTs for more than twenty (20) years to identify drivers. The SFST is a test battery that includes the horizontal gaze nystagmus test, the walk-and turn test, and the one-leg-stand test. Research shows the combined components of the SFST are ninety-one percent (91%) accurate in identifying drivers with BACs above the illegal limit of 0.08% (Stuster & Burns, 1998). However, some police agencies do

not require officers to receive SFST training. States may request an SFST assessment which looks at a State's application of the basic law enforcement tool for detecting impaired drivers.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-IDPT-402	Impaired Driving Program Training (SFST)	NHTSA's Uniform Guidelines, Guideline #8, Chapter III, Criminal Justice System; Section B. Enforcement.

#### 5.1.2.1 Planned Activity: Impaired Driving Program Training (SFST)

<b>Planned activity name</b>	Impaired Driving Program Training (SFST)
<b>Planned activity number</b>	19-IDPT-402
<b>Primary countermeasure strategy</b>	NHTSA's Uniform Guidelines, Guideline #8, Chapter III, Criminal Justice System; Section B. Enforcement.

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

The Standardized Field Sobriety Test (SFST) training is essential, as it relates to the initiatives that will be conducted and tailored to save lives and prevent traffic injuries. The Standardized Field Sobriety Test (SFST) program has been available nationally to law enforcement for over twenty-five (25) years. Since its inception, law enforcement officers and prosecutors have used this standardized and evidence-based process to professionally identify and remove alcohol-impaired drivers from public roads. The training will teach the Virgin Islands Police Department (VIPD) how to identify impaired drivers, conduct SFSTs, articulate their investigations and how to become self-

sufficient in the delivery of the National Highway Traffic Safety Association (NHTSA) and International Association of Chiefs of Police (IACP) SFST course.

The Standardized Field Sobriety Test (SFST) training will be organized through a vetted process in search of prospective law enforcement officers by the Traffic Commander and the VIOHS Coordinator. During FY 2019, the VIOHS proposed to conduct thirty-eight (38) Impaired Driving Enforcement activities per District. Officers participating in the initiatives will be those that are certified. Moreover, the VIOHS and the Commanders of the newly created Enforcement Unit under the VI Office of Highway Safety, will select and send a minimum of four (4) officers to attend Train-the-Trainer exercises to continue training and certification of new officers employed within the Department; this will promote continuity. Implementation of this training/project is a continuing process requiring twenty-four to thirty-six (24-36) or more months to complete, which will take more than one (1) fiscal year to complete.

With continued partnership, the VIOHS will coordinate with the NHTSA Region 2 office to bring the Advanced Roadside Impaired Driving Enforcement (ARIDE) training to the Territory. This course will train law enforcement officers to observe, identify, and articulate the signs of impairment related to drugs, alcohol or a combination of both, to reduce the number of impaired drivers and impaired driving related traffic collisions. Participants of this training will be officers that are certified in SFST. Furthermore, the VIOHS will coordinate with the NHTSA Region 2 Office in FY 2019 to begin the application process for officers eligible to become Drug Recognition Experts (DREs). Feasibility, and readiness for this training will be assessed and determined through FY 2020 by the VIPD leadership, as it is probably the most rigorous academic training that any law enforcement officer can undertake as it involves three (3) phases (The Virgin Islands VIOHS SFST Strategic Plan). The proposed goal will be to complete this initiative within twenty-four to thirty-six (24-36+) or more months.

### **Phase One (1) Proposed Timeline Six through Twelve (6-12) months**

- Train Impaired Driving Coordinator in SFST & ARIDE
- Meeting with SFST group, law enforcement, prosecutors, judges & community groups
- Establish an Oversight Committee to identify the role and structure of an SFST Coordinator (composed of different agencies).
- Oversight Committee establish short and long-term goals.
- Periodic follow-up meetings with NHTSA (Phase 1, Phase 2 & Phase 3)

### **Phase Two (2) Proposed Timeline Twelve to Twenty-four (12-21) months**

- Implementation plan to implement built-in mechanisms to keep SFST (&ARIDE)/enforcement program moving forward.

- Group of mainland US SFST to visit the Virgin Islands to teach the SFST course.
- Wet lab (Donation)
- Cadre of VIPD officers selected based on proven success in removing impaired drivers/ability to be good instructors/ability to be good mentors in the field (Instructors).
- Instructors trained on the island (SFST instructor training).
- Train in the academy & veteran officers
  - All VIPD traffic unit
  - Train all VIPD roll-out phases

### **Phase Three (3) Proposed Timeline Twenty-four (24+) or more months**

- Establish Judicial Outreach Liaison (JOL) program
- Establish a Drug Recognition Experts (DRE) program
- Periodic follow-up meetings with NHTSA to ensure framework is being followed, set future milestones and identify program needs.

An Oversight Committee will be established to provide the Virgin Islands Office of Highway Safety (VIOHS) and the Impaired Driving Coordinator with program guidance. The committee will be made up of stakeholders and/or experts who provide guidance on key issues such as policy, objectives, budget issues, resource allocation and decisions involving the direction of the program. The Committee members will consist of the following membership positions or agencies;

- Legislative Representative
- Virgin Islands Department of Health (Alcohol Toxicology Lab)
- Virgin Islands Office of Highway Safety
- Health representative
- Judicial Representative
- Traffic Safety Resource Prosecutor
- National Highway Traffic Safety Association/ "At Large" Appointed Representative
- Training/Regional Coordinator
- Virgin Islands Criminal Justice Training Council or its equivalent
- Virgin Islands Police Department Representative
- Impaired Driving Coordinator
- Community Advocate(s)

The VIOHS, through this proposal, will continue to support training programs to improve the detection and arrest of drugged drivers. 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 other officers' inability to intervene when offenses are encountered. Therefore, the VIOHS will propose to have the specified trainings conducted within the Territory in the St. Croix and St. Thomas/St. John Districts respectively.

Tracking and evaluations of these trainings will be done by the VIPD's Training Division and the VIOHS team. This strategy is based on NHTSA's Uniform Guidelines, Guideline #8, Chapter III, Criminal Justice System; Section B. Enforcement. States should implement comprehensive enforcement programs the likelihood of detecting, investigating, arresting, and convicting impaired drivers.

#### **Enter intended subrecipients.**

**Virgin Islands Police Department in conjunction with the Virgin Islands Office of Highway Safety**

**Project Title:** Impaired Driving Program Training (SFST)

#### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

#### **Countermeasure strategies in planned activities**

<b>Fiscal Year</b>	<b>Countermeasure Strategy Name</b>
2019	NHTSA's Uniform Guidelines, Guideline #8, Chapter III, Criminal Justice System; Section B. Enforcement.

#### Funding sources

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

<b>Source Fiscal</b>	<b>Funding Source</b>	<b>Eligible Use of</b>	<b>Estimated Funding</b>	<b>Match</b>	<b>Local</b>
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Year		Funds	Amount	Amount	Benefit
2019	FAST Act NHTSA 402	Alcohol (FAST)	\$169,680.00		

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.1.3 Countermeasure Strategy: NHTSA Impaired Driving, Section 6.5 Youth Programs-Peer to Peer Approach

**Program area** Impaired Driving (Alcohol)

**Countermeasure strategy** NHTSA Impaired Driving, Section 6.5 Youth Programs-Peer to Peer Approach

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the**



**State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

**Description:** Based on *Countermeasures that Work 2015, Chapter I Impaired Driving, Section 6.5 Youth Programs-Peer to Peer Approach*) and *NHTSA's Uniform Guidelines, Guideline #8. Impaired Driving* "States and communities have conducted extensive youth drinking-and-driving-prevention programs over the past 25 years. This countermeasure strategy seek programs 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.

SINDE is a prevention tools, resources and training to help deliver engaging and hands-on campaigns addressing the misuse and abuse of alcohol and other drugs and distracted driving. The lessons provided by SIDNE is clear. Participants will experience how it feels when reaction time is slowed and they are unable to make a turn or stop, even when they have ample time and space. This experience will teach the SIDNE driver first-hand the consequences of distraction, alcohol, and other drugs on their driving ability. Influencing your audience to consider alternative choices of impaired driving begins with engaging your audience in a meaningful experience and discussion about personal responsibility. The goal is to create and ingrain a culture of safety within drivers of the Territory. By educating drivers about the importance of not driving under the influence, and the risk involved of doing such, it is hoped that impaired-driving motor vehicle crashes will be reduced and a change in the culture of driving behaviors by utilizing the SIDNE program will help accomplish that task.

### SIDNE Benefits:

- Provides an actual driving experience. This is not a static computer-generated simulation.
- Delivers a clear, effective and eye-opening lesson.

- Offers a safe alternative to programs that use golf carts with impairment goggles.
- Provides an engaging and memorable learning experience.
- Unites communities and organizations in a common cause to stop impaired driving.

## Performance Goals

This program can be easily implemented into an existing initiative and provides the tools and resources necessary to deliver a new and effective and substantial prevention lesson. Materials such as educational brochures, banners, advertisements, public service announcement, and program activities will be acquired through this project.

There are a wide variety of programs that are directed at youths. To increase the perceived risks of drinking and driving, many schools have employed fatal vision goggles, peer-to-peer programs, role plays, or drunk-driving crash reenactments (e.g., "Every 15 Minutes").

Cost for this project will include the following;

- Training Materials/Supplies such as educational brochures
- Banners
- Public Service Announcements
- Advertisements
- Program Activities

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

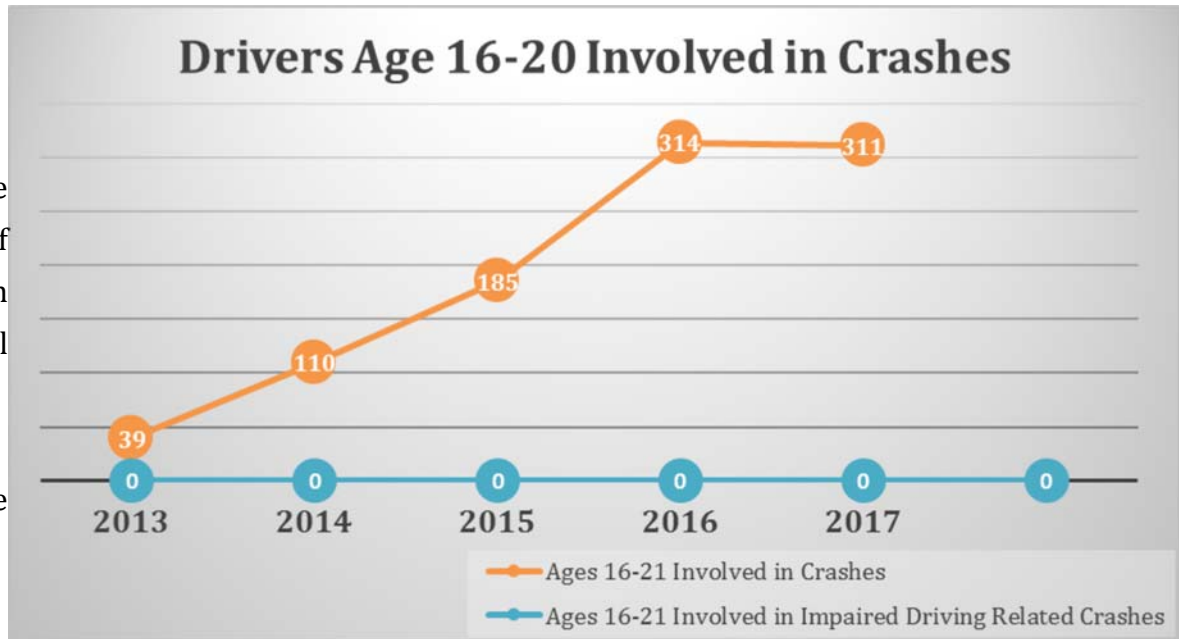
## Youth Alcohol

### Problem Identification

Adolescent drivers ages between the ages of sixteen to twenty-one (16-21) were involved in a total of one-hundred and thirty (130) crashes in the St. Croix District and one hundred; and eighty-one (181) crashes in the St. Thomas/St. John District, totaling three hundred and eleven (311) crashes Territory-wide, which is accounted for six-point one one percent (6.11%) of total crashes in Fiscal Year 2017, identified by Report Beam. Young drivers crash risk is impacted by the development and behavioral issues combined with inexperience. Underage drinking and its associated problems have profound negative consequences for underage drinkers on themselves, their families, their communities, and society. This applies to alcohol, drugs, unprotected sex and other life choices such as driving while alcohol impaired. Alcohol continues to be the most widely used substance of abuse among America's youth and young adults, and a higher proportion use alcohol than tobacco

or other drugs.

Underage drinking contributes to a wide range of costly health and social problems, including motor vehicle crashes; suicide; interpersonal



violence (e.g., homicides, assaults, rapes); unintentional injuries such as burns, falls, and drowning; brain impairment; risky sexual activity; academic problems; and alcohol and drug poisoning. The number of drivers between the ages of sixteen to twenty-one (16-21) involved in crashes in Fiscal Year 2016 indicated a total number of three hundred and fourteen (314) crashes however, in Fiscal Year 2017 Report Beam decreased of zero-point nine six percent (0.96%) reporting a total of three-hundred and eleven crashes (311). Fortunately, youth involved in crashes that suffered injuries from impaired driving in comparison to total injuries has consistently remained at zero (0). Alcohol consumption among teenagers and young adults are one (1) of the main concerns in the US Virgin Islands. However, alcohol is still the drug most utilized by college students based on observation in comparison to tobacco and marijuana that has recently been decriminalized.

The legal drinking age in the Virgin Islands is eighteen (18) which permits teenagers to indulge in alcoholic beverages. The Virgin Islands Code Title 20 Section 493 (2) highlights that it is unlawful for any person who has a zero-point zero eight percent (0.08%) or more, by weight, of alcohol in his or her blood to drive, operate, or be in actual physical control of any motor vehicle in the Territory.

SIDNE stands for **S**imulated **I**mpaired **D**rivi**N**g Experience, a tool provided by Innocorp, Ltd. The product helps create and deliver message as well as, lessons that reflect the reality of the impact of alcohol and other drug use. The Impaired Driving Coordinator will utilize the product to deliver a rich learning experience by blending presentations, case studies and discussions with a vivid, dynamic and memorable demonstration. The SIDNE training program aims to teach strategies involving audiences in a safe hands-on experience that demonstrates the susceptibility to such

danger. The SIDNE Impaired Driving Simulator provides an all-inclusive collection of prevention tools, resources and training to help the trainees deliver an engaging and hands-on campaign addressing the misuse and abuse of alcohol and substance abuse, such as drugs.

The overall goal is to create an ingrain of safety within drivers of the Territory. Through educating drivers about the importance of not driving under the influence and the risks involved of doing such, it hoped that the impaired motor vehicle crashes will reduce and change the culture of driving behaviors. This program will be conducted through schools, colleges/universities and community traffic safety programs.

## **Strategies**

This countermeasure strategy and funded planned activities allocated will contribute to educate, reduce crashes among young adults and sustain the trend of not having impaired driving injury crashes and traffic fatalities with that age (16-20) group. The Virgin Islands Highway Safety (VIOHS) Impaired Driving Coordinator will focus on education and prevention strategies such as peer based programs and behavior modification.

Develop strategies to address risky driving behavior exhibited by young drivers through enhanced media, education, and enforcement of applicable laws.

Develop local communications strategies to increase the involvement of parents and the general public in encouraging safer teen drivers.

The Youth Impaired Driving Programs will continue utilizing tools for public awareness activities and social media to extend alcohol-related and impaired driving prevention messages among teenagers and young adults.

To continuously communicate the message by utilizing social media such as Facebook, Twitter and Instagram, along with campaign ads, press release, news updates, educational campaign videos, media interviewed as well as, upcoming activities throughout the community.

The Youth Alcohol Program will fully utilize the SIDNE educational program to various groups such as the public and private high school and possibly college students. Community organizations such as driving schools that prepares future driver to become a part the motoring public who will be educated on the risks of drugged and drunk driving.

## **Performance Targets**

To maintain the number of zero (0) as it relates to impaired-driving injuries suffered by youth ages sixteen to twenty-one (16-21) of drivers involved in crashes.

To decrease the number of crashes of youth ages sixteen to twenty-one (16-21) by three-point five four (3.54%) percent from Fiscal Year 2017 amount from three hundred and eleven (311) to three hundred (300) by December 2019.

## **Project Strategies**

**Project Title:** Impaired Driving Youth Awareness Programs (SIDNE)

**Project Number:** 19-IDYAP-402

**Funding Source:** FAST Act NHTSA 402

**MOE Amount:** \$0.00

**Indirect Cost Rate:** 13.12%

**Description:** Based on *Countermeasures that Work 2015, Chapter I Impaired Driving, Section 6.5 Youth Programs-Peer to Peer Approach*) and *NHTSA's Uniform Guidelines, Guideline #8. Impaired Driving* "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. A more recent type of approach focuses on "social norms" or "normative feedback." Social norms programs are based on studies showing that students often overestimate alcohol use among their peers. By providing students with accurate information about drinking, social norms programs reduce the pressure that light- or non-drinkers feel to drink, and help heavier drinkers realize their drinking is atypical (Perkins, 2002, 2003). Although many social norms programs focus on alcohol or other substance use, a few have addressed drinking and driving. Examples of social norms programs can be found at the National Social Norms Institute ([www.socialnorms.org](http://www.socialnorms.org)). One study has examined the long-term effects of a social norms program on drinking and driving. Breath samples were taken from students at a large public university as they returned home late at night. Following the social norms program, there was a marginally significant decrease in drivers who registered a positive BAC, from 15.3% to 10.8%. Among drivers who had been drinking, self-reported number of drinks consumed and measured BACs decreased, as did the number of drinking-drivers who reported having five (5+) or more drinks at one sitting on the night of the survey (Goodwin, 2004)".

SINDE is a prevention tools, resources and training to help deliver engaging and hands-on campaigns addressing the misuse and abuse of alcohol and other drugs and distracted driving. The

lessons provided by SIDNE is clear. Participants will experience how it feels when reaction time is slowed and they are unable to make a turn or stop, even when they have ample time and space. This experience will teach the SIDNE driver first-hand the consequences of distraction, alcohol, and other drugs on their driving ability. Influencing your audience to consider alternative choices of impaired driving begins with engaging your audience in a meaningful experience and discussion about personal responsibility. The goal is to create and ingrain a culture of safety within drivers of the Territory. By educating drivers about the importance of not driving under the influence, and the risk involved of doing such, it is hoped that impaired-driving motor vehicle crashes will be reduced and a change in the culture of driving behaviors by utilizing the SIDNE program will help accomplish that task.

#### SIDNE Benefits:

- Provides an actual driving experience. This is not a static computer-generated simulation.
- Delivers a clear, effective and eye-opening lesson.
- Offers a safe alternative to programs that use golf carts with impairment goggles.
- Provides an engaging and memorable learning experience.
- Unites communities and organizations in a common cause to stop impaired driving.

### **Performance Goals**

There are a wide variety of programs that are directed at youths. To increase the perceived risks of drinking and driving, many schools have employed fatal vision goggles, peer-to-peer programs, role plays, or drunk-driving crash reenactments (e.g., "Every 15 Minutes").

This program can be easily implemented into an existing initiative and provides the tools and resources necessary to deliver a new and effective and substantial prevention lesson.

Cost for this project will include the following;

- Training Materials/Supplies such as educational brochures
- Banners
- Public Service Announcements
- Advertisements
- Program Activities

**Indirect Cost \$1,312.00**

**Total: \$11,312.00**

### Impaired Driving Youth Awareness Programs (SIDNE)

Project Number	Agency	Amount	Source
19-IDYAP-402	VIPD/VIOHS	\$11,312.00	402
<b>Total</b>		<b>\$11,312.00</b>	

#### Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

This countermeasure strategy research conducted by the CDC's systematic review found there was insufficient evidence to determine the effectiveness of youth programs (Elder et al., 2005). Two studies have attempted to evaluate SADD's activities and effects. One study, in two schools, found that neither school implemented the model Students Against Driving Drunk (SADD) program well and found no evidence of effects on any drinking and driving measure. The second study, in six (6) schools, found that SADD activities affected drinking and driving attitudes as well as self-reported drinking and driving (Hedlund et al., 2001).

Funding allocated for this planned activity will be contributed to training materials/supplies such as educational brochures, banners, public service announcements and program activities.

#### Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-IDYAP-402	Impaired Driving Youth Awareness Programs (SIDNE)	NHTSA Impaired Driving, Section 6.5 Youth Programs-Peer to Peer Approach



### 5.1.3.1 Planned Activity: Impaired Driving Youth Awareness Programs (SIDNE)

**Planned activity name** Impaired Driving Youth Awareness Programs (SIDNE)  
**Planned activity number** 19-IDYAP-402  
**Primary countermeasure strategy** NHTSA Impaired Driving, Section 6.5 Youth Programs-Peer to Peer Approach

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

## **Youth Alcohol**

### **Problem Identification**

Adolescent drivers ages between the ages of sixteen to twenty-one (16-21) were involved in a total of one-hundred and thirty (130) crashes in the St. Croix District and one hundred; and eighty-one (81) crashes in the St. Thomas/St. John District, totaling three hundred and eleven (311) crashes Territory-wide, which is accounted for six-point one one percent (6.11%) of total crashes in Fiscal Year 2017, identified by Report Beam. Young drivers crash risk is impacted by the development and behavioral issues combined with inexperience. Underage drinking and its associated problems have profound negative consequences for underage drinkers on themselves, their families, their communities, and society. This applies to alcohol, drugs, unprotected sex and other life choices such as driving while alcohol impaired. Alcohol continues to be the most widely used substance of abuse among America's youth and young adults, and a higher proportion use alcohol than tobacco or other drugs.

Underage drinking contributes to a wide range of costly health and social problems, including motor vehicle crashes; suicide; interpersonal violence (e.g., homicides, assaults, rapes); unintentional injuries such as burns, falls, and drowning; brain impairment; risky sexual activity; academic problems; and alcohol and drug poisoning. The number of drivers between the ages of sixteen to twenty-one (16-21) involved in crashes in Fiscal Year 2016 indicated a total number of three hundred and fourteen (314) crashes however, in Fiscal Year 2017 Report Beam decreased of zero-point nine six percent (0.96%) reporting a total of three-hundred and eleven crashes (311). Fortunately, youth involved in crashes that suffered injuries from impaired driving in comparison to total injuries has consistently remained at zero (0). Alcohol consumption among teenagers and

young adults are one (1) of the main concerns in the US Virgin Islands. However, alcohol is still the drug most utilized by college students based on observation in comparison to tobacco and marijuana that has recently been decriminalized.

The legal drinking age in the Virgin Islands is eighteen (18) which permits teenagers to indulge in alcoholic beverages. The Virgin Islands Code Title 20 Section 493 (2) highlights that it is unlawful for any person who has a zero-point zero eight percent (0.08%) or more, by weight, of alcohol in his or her blood to drive, operate, or be in actual physical control of any motor vehicle in the Territory.

SIDNE stands for **Simulated Impaired DrivINg Experience**, a tool provided by Innocorp, Ltd. The product helps create and deliver message as well as, lessons that reflect the reality of the impact of alcohol and other drug use. The Impaired Driving Coordinator will utilize the product to deliver a rich learning experience by blending presentations, case studies and discussions with a vivid, dynamic and memorable demonstration. The SIDNE training program aims to teach strategies involving audiences in a safe hands-on experience that demonstrates the susceptibility to such danger. The SIDNE Impaired Driving Simulator provides an all-inclusive collection of prevention tools, resources and training to help the trainees deliver an engaging and hands-on campaign addressing the misuse and abuse of alcohol and substance abuse, such as drugs.

The overall goal is to create an ingrain of safety within drivers of the Territory. Through educating drivers about the importance of not driving under the influence and the risks involved of doing such, it hoped that the impaired motor vehicle crashes will reduce and change the culture of driving behaviors. This program will be conducted through schools, colleges/universities and community traffic safety programs.

This countermeasure strategy was selected to prevent and reduce crashes among young adults and sustain the trend of not having impaired driving injury crashes and traffic fatalities with that age group. The Virgin Islands Highway Safety (VIOHS) Impaired Driving Coordinator will focus on education and prevention strategies such as peer based programs and behavior modification.

Develop strategies to address risky driving behavior exhibited by young drivers through enhanced media, education, and enforcement of applicable laws.

Develop local communications strategies to increase the involvement of parents and the general public in encouraging safer teen drivers.

The Youth Impaired Driving Programs will continue utilizing tools for public awareness activities and social media to extend alcohol-related and impaired driving prevention messages among teenagers and young adults.

To continuously communicate the message by utilizing social media such as Facebook, Twitter and

Instagram, along with campaign ads, press release, news updates, educational campaign videos, media interviewed as well as, upcoming activities throughout the community.

The Youth Alcohol Program will fully utilize the SIDNE educational program to various groups such as the public and private high school and possibly college students. Community organizations such as driving schools that prepares future driver to become a part the motoring public who will be educated on the risks of drugged and drunk driving. To maintain the number of zero (0) as it relates to impaired-driving injuries suffered by youth ages sixteen to twenty-one (16-21) of drivers involved in crashes.

To decrease the number of crashes of youth ages sixteen to twenty-one (16-21) by three-point five four (3.54%) percent from Fiscal Year 2017 amount from three hundred and eleven (311) to three hundred (300) by December 2019.

### **Indirect Cost Rate**

**Description:** Based on *Countermeasures that Work 2015, Chapter I Impaired Driving, Section 6.5 Youth Programs-Peer to Peer Approach*) and *NHTSA's Uniform Guidelines, Guideline #8. Impaired Driving* "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. One study has examined the long-term effects of a social norms program on drinking and driving. Breath samples were taken from students at a large public university as they returned home late at night. Following the social norms program, there was a marginally significant decrease in drivers who registered a positive BAC, from 15.3% to 10.8%. Among drivers who had been drinking, self-reported number of drinks consumed and measured BACs decreased, as did the number of drinking-drivers who reported having five (5+) or more drinks at one sitting on the night of the survey (Goodwin, 2004)".

SINDE is a prevention tools, resources and training to help deliver engaging and hands-on campaigns addressing the misuse and abuse of alcohol and other drugs and distracted driving. The lessons provided by SIDNE is clear. Participants will experience how it feels when reaction time is slowed and they are unable to make a turn or stop, even when they have ample time and space. This experience will teach the SIDNE driver first-hand the consequences of distraction, alcohol, and other drugs on their driving ability. Influencing your audience to consider alternative choices of impaired driving begins with engaging your audience in a meaningful experience and discussion

about personal responsibility. The goal is to create and ingrain a culture of safety within drivers of the Territory. By educating drivers about the importance of not driving under the influence, and the risk involved of doing such, it is hoped that impaired-driving motor vehicle crashes will be reduced and a change in the culture of driving behaviors by utilizing the SIDNE program will help accomplish that task.

#### SIDNE Benefits:

- Provides an actual driving experience. This is not a static computer-generated simulation.
- Delivers a clear, effective and eye-opening lesson.
- Offers a safe alternative to programs that use golf carts with impairment goggles.
- Provides an engaging and memorable learning experience.
- Unites communities and organizations in a common cause to stop impaired driving.

### **Performance Goals**

This program can be easily implemented into an existing initiative and provides the tools and resources necessary to deliver a new and effective and substantial prevention lesson. Materials such as educational brochures, banners, advertisements, public service announcement, and program activities will be acquired through this project.

There are a wide variety of programs that are directed at youths. To increase the perceived risks of drinking and driving, many schools have employed fatal vision goggles, peer-to-peer programs, role plays, or drunk-driving crash reenactments (e.g., "Every 15 Minutes").

Cost for this project will include the following;

- Training Materials/Supplies such as educational brochures
- Banners
- Public Service Announcements
- Advertisements
- Program Activities

**Enter intended subrecipients.**

**Virgin Island Office of Highway Safety**

**Project Title:** Impaired Driving Youth Awareness Programs (SIDNE)

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	NHTSA Impaired Driving, Section 6.5 Youth Programs-Peer to Peer Approach

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		\$11,312.00		

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.1.4 Countermeasure Strategy: Impaired Driving Highway Safety Office Program Management

**Program area** Impaired Driving (Alcohol)

**Countermeasure strategy** Impaired Driving Highway Safety Office Program Management

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

### **Problem Identification**

Impaired Driving under the influence of alcohol, legal or over the counter prescriptions, or illegal drugs, results in a complex social issue that involves multiple areas of the criminal justice, health care, and education systems. Marijuana has recently been decriminalized within the Territory, and brings another potential component of impaired driving. To date, there hasn't been any real data collected on the effects of marijuana as it relates to the impairment of driving. However, data shows that the frequency of impaired driving crashes is the highest between the hours of midnight and 2 a.m., and on weekends fatalities based on the crash locations and crash volume extracted from Report Beam.

This countermeasure strategy focuses on the goal of the Virgin Islands Office of Highway Safety (VIOHS) is to reduce impaired driving-related crashes, fatalities and serious injuries. The Impaired Driving Management Program supports a variety of strategies to target individuals driving under



the influence of drugs or alcohol. Under this countermeasure strategy, the planned activity and funding will focus on Drinking Under the Influence (DUI) enforcement activities and equipment, awareness and education campaigns, proactive youth-focused DUI education and outreach, and specialized education for law enforcement and prosecution to increase effective DUI judgment. Funding is vital to provide agencies with adequate tools and equipment for the enforcement of the law and saving countless lives in the process.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Impaired driving fatalities since Fiscal Year (FY) 2013 through FY 2017 have fluctuated; with FY 2013 reflecting three (3) fatalities to FY 2014 decreasing to zero (0) and rising back to one (1) in FY 2015, dramatically increases to two (2) in FY 2016 and in FY 2017 subsided to one (1) casualty. During Fiscal Year (FY) 2017, there were a total of five thousand and eighty-three (5,083) crashes Territory-wide. With one thousand seven hundred sixty (1,760) crashes within the St. Croix District with thirty-six (36) of those were attributed to impaired driving. And three thousand two hundred and eighty-nine (3,289) crashes in the St. Thomas District and thirty-four (34) in the St. John District with thirty-three (33) attributed to impaired driving with an overall of one (1) fatality related to impaired driving. When compared to Fiscal Year 2016, there were six (6) traffic fatalities within the District with two (2) of those fatalities correlated to impaired driving. Impaired Driving Territorial enforcement generated eighty-seven (87) DUI arrests with fifty-five (55) in the St. Croix District and thirty-two (32) non-granted funded DUI arrests in the St. Thomas/St. John District during Fiscal Year 2017, which is fifty-two-point six three percent (52.63%) increase from fifty-seven (57) in Fiscal Year 2016.

VIOHS Impaired Driver Coordinator will promote law enforcement activities for the implementation of methods to intervene with drunk drivers. The coordinator will be responsible of keeping representatives of the various agencies and entities informed of alcohol law enforcement activities, program planning, oversight and monitoring, evaluation, coordination and staff education as well as development, educational and media campaigns and other administrative aspects of the Impaired Driving Program. In addition, the coordinator will form an Impaired Driving Task Force with community educator with agencies like Virgin Islands Police Department (VIPD), Department of Education, and the University of the Virgin Islands to coordinate their support during alcohol awareness campaigns. The Impaired Driving Coordinator will develop new projects and will assist with expert advice on DUI for local and external projects. During the 2019 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. Training is also an essential part of the Coordinator's responsibility to ensure that the understanding of the program guidelines and best practices are followed and enforced.

Training courses are as follows:

- Impaired Driving Management
- Communications
- Managing Highway Safety Programs
- Managing NHTSA Grant Funds
- Data Driven Approaches to Highway Safety Planning

Costs will include the following:

- Salary and Fringe Benefits: \$65,000 (estimated)
- Operating Supplies/Equipment: \$10,000 (estimated)
- Professional Services: \$25,000 (estimated)
- Travel (Training and Monitoring Visits): \$27,000 (estimated)
- Other Services: \$2,000 (estimated)
- Indirect Cost: \$30,000 (estimated)

**Budget:** \$160,000.00

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

This countermeasure strategy and the funded planned activities will contribute to attaining the performance targets set to reduce the number of impaired driving related crashes, serious injuries and fatalities. This countermeasure strategy was selected to complement the other strategies proposed for the Impaired Driving program area that are data-driven, which collectively will offer a comprehensive approach to addressing the impaired driving issues within the Virgin Islands.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-IDMAN-402	Impaired Driving Management	Impaired Driving Highway Safety Office Program Management

#### 5.1.4.1 Planned Activity: Impaired Driving Management

**Planned activity name** Impaired Driving Management

**Planned activity number** 19-IDMAN-402

**Primary countermeasure strategy** Impaired Driving Highway Safety Office Program Management

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

The goal of the Virgin Islands Office of Highway Safety (VIOHS) is to reduce impaired driving-related fatalities, crashes and serious injuries. The Impaired Driving Management Program supports a variety of strategies to target individuals driving under the influence of drugs or alcohol. The VIOHS Impaired Driving Coordinator provides funding for Drinking Under the Influence (DUI) enforcement activities and equipment, awareness and education campaigns, proactive youth-focused DUI education and outreach, and specialized education for law enforcement and prosecution to increase effective DUI judgment.

The Coordinator will be responsible of keeping representatives of the various agencies and entities informed of alcohol law enforcement activities, program planning, oversight and monitoring, evaluation, coordination and staff education as well as development, educational and media campaigns and other administrative aspects of' the Impaired Driving Program. In addition, the Coordinator will form an Impaired Driving Task Force with community educator with agencies like Virgin Islands Police Department (VIPD), Department of Education, and the University of the Virgin Islands to coordinate their support during alcohol awareness campaigns. The Impaired Driving Coordinator will develop new projects and will assist with expert advice on DUI for local and external projects.

This position serves as the single statewide resource person to assist the management, grants and education staff regarding the impaired driving. The position responsibilities include long and short-

range program planning, grant development, budget development and oversight. Which will provide technical assistance to the Virgin Islands Impaired Driving Taskforce, grantees, staff and law enforcement.

During the 2019 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. Training is also an essential part of the Coordinator's responsibility to ensure that the understanding of the program guidelines and best practices are followed and enforced. Training courses are as follows:

- Impaired Driving
- Communications
- Managing Highway Safety Programs
- Managing NHTSA Grant Funds
- Data Driven Approaches to Highway Safety Planning

This strategy was taken from *"NHTSA Countermeasure That Works, Chapter 1 Alcohol and Drug-Impaired Driving, Strategies to Reduce Impaired Driving*, will utilize to decrease alcohol-impaired crashes and drinking by;

- **Deterrence** to publicize, enforce and enact prohibiting alcohol impaired driving so that people choose not to drive impaired;
- **Prevention** to reduce drinking and keep drinkers from driving;
- **Communications and Outreach** to inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable; and
- **Alcohol Treatment** reduce alcohol dependency or addiction among drivers.

**Enter intended subrecipients.**

Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
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2019	Impaired Driving Highway Safety Office Program Management
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## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		\$160,000.00		

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.1.5 Countermeasure Strategy: High Visibility Saturation Patrols

**Program area** Impaired Driving (Alcohol)

**Countermeasure strategy** High Visibility Saturation Patrols

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active**

**network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

### Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

**Project Title:** Impaired Driving Overtime Enforcement (St. Croix)

**Project Number:** 19-IDESTX-402

This countermeasure strategy was selected to complement the other strategies proposed for the Impaired Driving program area that are data-driven, which collectively will offer a comprehensive approach to addressing the impaired driving issues within the Virgin Islands.

This countermeasure strategy accompanied by the other countermeasure strategies, supports the theory of saturation patrol (also called a blanket patrol or dedicated DWI patrol) consists of a large number of law enforcement officers patrolling a specific area to look for drivers who may be impaired. The planned activities that are funded, will have an optimistic impact on the selected performance measures and enable the Virgin Islands to reach the performance targets that have been defined.

Research or demonstrations have shown where sobriety checkpoints are prohibited by State law, revealed that saturation patrols can be effective in reducing alcohol-related fatal crashes when accompanied by extensive publicity.

***The High Visibility Saturation Patrols Countermeasure (NHTSA Countermeasure That Works 8th Edition, 2015 Chapter 1. Alcohol and Drug Impaired Driving; Section 2.2)***



**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

## **Description and Problem Identification Data**

The data analysis conducted under the problem identification task showed that the number of drivers arrested for impaired driving has been drastically decreased. Between Fiscal Year 2013 and 2017, the number of drivers arrested for impaired driving decrease from 184 to 55, indicating a seventy-point one one percent (70.11%) decrease; DUI fatalities showed sixty-six-point six seven percent (66.67%) decrease from three (3) to one (1); DUI related injuries from forty-six (46) in 2013 to zero (0) in 2017. Based on the data signifying the need and depreciation in crashes, fatalities and arrests is necessary and required to continue the enforcement mobilization in the Virgin Islands. Fiscal Year 2017, there were one thousand seven hundred and sixty crashes (1,760) within the St. Croix District with thirty-six (36) of those attributed to impaired driving. Impaired driving Territorial enforcement generated seventy-one (87) DUI arrests with fifty-five (55) in the St. Croix District, which is twenty two point two two percent (22.22%) increase from forty-five (45) in Fiscal Year 2016.

## **Performance Targets**

Checkpoints and saturation patrols will be used to deter and detect impaired drivers in the St. Croix District. The patrols will be deployed as follows:

- During all NHTSA Mobilizations, which coincidentally correspond with most local celebrations involving alcohol consumption (December, January, February, May, June, July, August, September)
- During the Dominican Republic Independence Celebration Period (April) and Agricultural, Arts, and Food Fair (February)
- Enforcement personnel will be deployed between the hours of 6:00 pm and 3:00 am every day of the defined mobilization period.
- Checkpoints and saturation patrols will be focused on the roadways, which have the most traffic volume and highest concentration of crashes within the District.

## **Countermeasure Strategy**

This countermeasure strategy was selected to complement the other strategies proposed for the Impaired Driving program area that are data-driven, which collectively will offer a comprehensive approach to addressing the impaired driving issues within the Virgin Islands.

This countermeasure strategy accompanied by the other countermeasure strategies, supports the

theory of saturation patrol (also called a blanket patrol or dedicated DWI patrol) consists of a large number of law enforcement officers patrolling a specific area to look for drivers who may be impaired. The planned activities that are funded, will have an optimistic impact on the selected performance measures and enable the Virgin Islands to reach the performance targets that have been defined.

## Allocation of Funds

**Project Title:** Impaired Driving Overtime Enforcement (St. Croix)

**Project Number:** 19-IDESTX-402

**Funding Source:** 402

**MOE Amount:** \$0.00

**Indirect Cost Rate:** 13.12%

## Planned Activities

- To conduct approximately fourteen (14) alcohol impaired driving mobilizations during FY 2019, which coincidentally correspond with most local celebrations involving alcohol consumption (December, January, February, March, May, June, July, August, September).
- Cost associated for this project is as follows:

Position Title	Hourly Wage (Est.)	Total Hours	Total Cost
<b>Police Officers (8)</b>	\$55.00	38 Initiatives x 4 hours x 8 Officers = 1,216 hrs.	\$66,880.00
<b>Police Supervisors</b>	\$65.00	38 Initiatives x 4 hours x 2 Supervisors = 304 hrs.	\$19,760.00

**Fringe Benefits (FICA) @ 7.65%** (of total personnel costs) = **\$7,000.00** (rounded to nearest thousand)

**Indirect Cost @ 13.12%** = **\$12,286.00**

**Total (Personnel Plus Fringe) \$105,926.00**

**Grand Total: \$105,926.00**

**Budget: \$110,000.00**

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

### Effectiveness Rationale for Selecting Countermeasure Strategy

A demonstration program in Michigan, where sobriety checkpoints are prohibited by State law, revealed that saturation patrols can be effective in reducing alcohol-related fatal crashes when accompanied by extensive publicity (Fell, Langston, Lacey, & Tippetts, 2008). Reason for selecting this countermeasure strategy because mobilizations is required and necessary in the Virgin Islands to deter driving after drinking by increasing the perceived risk of arrest. The use of enforcement is an evidenced-based countermeasure strategy and a key component of a comprehensive approach to address impaired driving issues. This countermeasure strategy and the funded planned activities will contribute to attaining rhr performance targets set to reduce the number of fatalities, alcohol related crashes and injuries.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-IDESTX-402	Impaired Driving Overtime Enforcement (St. Croix)	High Visibility Saturation Patrols
19-IDESTTJ-402	Impaired Driving Overtime Enforcement (St. Thomas/St. John)	DWI Offender Monitoring

#### 5.1.5.1 Planned Activity: Impaired Driving Overtime Enforcement (St. Croix)

**Planned activity name** Impaired Driving Overtime Enforcement (St. Croix)  
**Planned activity number** 19-IDESTX-402  
**Primary countermeasure strategy** High Visibility Saturation Patrols

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under**

**the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

Territory enforcement campaigns that concentrate on impaired driving will be sustained in this project. To certify that resources are utilized effectively, these campaigns will incorporate evidence based strategies that are deployed based on a data-driven problem identification process.

For instance, funding will be allocated to the impaired driving enforcement programs undertaken by the Virgin Islands Police Department (VIPD). The VIPD is required to develop a data-driven action plan focusing on the impaired driving issues and locations identified. In addition to participation in the national impaired driving crackdowns and mobilizations, the VIPD use dedicated DWI patrols, sobriety checkpoints and other evidence-based traffic safety enforcement strategies to implement their action plans.

**Enter intended subrecipients.**

**Virgin Islands Police Department - St. Croix Traffic Unit**

**Project Title:** Impaired Driving Overtime Enforcement (St. Croix)

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

<b>Fiscal Year</b>	<b>Countermeasure Strategy Name</b>
2019	High Visibility Saturation Patrols

**Funding sources**

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		\$105,926.00		

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.1.6 Countermeasure Strategy: DWI Offender Monitoring

**Program area** Impaired Driving (Alcohol)

**Countermeasure strategy** DWI Offender Monitoring

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an**

**impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Countermeasure strategy description**

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

St. Croix Mission Outreach is the sole organization in the Territory that offers a DUI Risk Reduction classes to DUI offenders. The DWI Offender Treatment, Monitoring and Control countermeasure strategy was selected because it centers on the alcohol problem assessment and treatment determining the likelihood that an offender will continue to drive impaired. Under this countermeasure strategy, the planned activity will focus on DWI offenders to identify offenders with alcohol problems and to refer them to treatment. To achieve the road to zero as it pertains to DUI arrests, crashes attributed to impaired driving, serious injuries and traffic fatalities, the Virgin Islands Police Department (VIPD) in conjunction with the Office of Highway Safety (VIOHS) and by enlisting St. Croix Mission Outreach DUI Offender classes helps to enforce the law within the Territory by forming a partnership to;

- Reduce impaired drivers through prevention education.
- Provide educational campaigns to promote public awareness through public service announcements, press release and other outreach programs.

Since the implementation of the DUI Risk Reduction classes in Fiscal Year (FY) 2015 (as a pilot program) data obtained from the Virgin Islands Police Department (VIPD) shown an eighty-two (82) DUI arrests; in 2016, there were forty-five (45) DUI arrests a decrease of forty-five-point one two percent (45.12%) and in FY 2017 shown an increase of twenty-two-point two two percent (22.22%) with fifty (50) DUI arrests.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**



The data analysis conducted under the problem identification task showed that the number of drivers arrested for impaired driving has been drastically decreased. Between Fiscal Year 2013 and 2017, the number of drivers arrested for impaired driving decrease from one hundred and eighty-four (184) to fifty-five (55), indicating a seventy-point one one percent (70.11%) decrease. To achieve the road to zero as it pertains to DUI arrests, crashes attributed to impaired driving, serious injuries and traffic fatalities, the Virgin Islands Police Department (VIPD) in conjunction with the Office of Highway Safety (VIOHS) and by enlisting St. Croix Mission Outreach DUI Offender classes helps to enforce the law within the Territory.

Funding allocated to this planned activity to reduce repeat impaired driving behavior through targeted enforcement, effective and efficient prosecution, enhanced penalties for subsequent offenses and improved evaluation, intervention and treatment of substance abuse.

Upon admittance into the program, participants will complete a needs assessment, pre-course test and at the end of each cycle, a post-course test to measure participants' grasp of the concepts taught. This strategy is based on *NHTSA's Countermeasures That Work: Eighth Edition 2015 Section 4.1 Alcohol Problem Assessment and Treatment*, "alcohol problem assessment can take many forms, from a brief paper and pencil questionnaire to a detailed interview with a treatment professional. Alcohol treatment can be even more varied, ranging from classroom alcohol assessment and treatment programs to long-term inpatient facilities. Part of the assessment process is determining the likelihood that an offender will continue to drive impaired. Under a cooperative agreement, NHTSA and the American Probation and Parole Association developed a screening tool – the Impaired Driving Assessment (IDA) to determine an offender's risk of recidivism and to reduce that risk (APPA, 2014)".

## Evidence of effectiveness

### **Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

This countermeasure strategy and the funded planned activities will contribute to attaining the performance targets set to reduce DUI arrests, fatalities, crashes and serious injuries with prevention, monitoring and intervention.

Intensive supervision programs, home confinement with electronic monitoring, and dedicated detention facilities all have been evaluated in individual settings and show substantial reductions in DWI recidivism. Two studies of South Dakota's 24/7 Sobriety Program, have found reductions in recidivism of up to seventy-four (74%) among program participants compared to controls (Kilmer, Nicosia, Heaton, & Midgette, 2013; Loudenburg, Drube, & Leonardson, 2010). Recidivism was

reduced by one-half in an intensive supervision program in Oregon (Laphan, Kapitula, C'de Baca, & McMillan, 2006) and by one-third (1/3) in an electronic monitoring program in Los Angeles County, California (Brunson & Knighten, 2005; Jones, Wiliszowski, & Lacey, 1996). A dedicated facility in Baltimore County has a four percent (4%) recidivism rate one year after completion, compared to a normal recidivism rate of thirty-five (35%) for offenders (Century Council, 2008).

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-IDDU-402	St. Croix Mission Outreach DUI Offenders	DWI Offender Monitoring

#### 5.1.6.1 Planned Activity: St. Croix Mission Outreach DUI Offenders

**Planned activity name** St. Croix Mission Outreach DUI Offenders

**Planned activity number** 19-IDDU-402

**Primary countermeasure strategy** DWI Offender Monitoring

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant**

**application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

St. Croix Mission Outreach is the sole organization in the Territory that offers a DUI Risk Reduction classes to DUI offenders. The DWI Offender Treatment, Monitoring and Control countermeasure strategy was selected because it centers on the alcohol problem assessment and treatment determining the likelihood that an offender will continue to drive impaired. Under this countermeasure strategy, the planned activity will focus on DWI offenders to identify offenders with alcohol problems and to refer them to treatment. To achieve the road to zero as it pertains to DUI arrests, crashes attributed to impaired driving, serious injuries and traffic fatalities, the Virgin Islands Police Department (VIPD) in conjunction with the Office of Highway Safety (VIOHS) and by enlisting St. Croix Mission Outreach DUI Offender classes helps to enforce the law within the

Territory by forming a partnership to;

- Reduce impaired drivers through prevention education.
- Provide educational campaigns to promote public awareness through public service announcements, press release and other outreach programs.

Since the implementation of the DUI Risk Reduction classes in Fiscal Year (FY) 2015 (as a pilot program) data obtained from the Virgin Islands Police Department (VIPD) shown an eighty-two (82) DUI arrests; in 2016, there were forty-five (45) DUI arrests a decrease of forty-five-point one two percent (45.12%) and in FY 2017 shown an increase of twenty-two-point two two percent (22.22%) with fifty-five (55) DUI arrests.

Upon admittance into the program, participants will complete a needs assessment, pre-course test and at the end of each cycle, a post-course test to measure participants' grasp of the concepts taught. This strategy is based on *NHTSA's Countermeasures That Work: Eighth Edition 2015 Section 4.1 Alcohol Problem Assessment and Treatment*, "alcohol problem assessment can take many forms, from a brief paper and pencil questionnaire to a detailed interview with a treatment professional. Alcohol treatment can be even more varied, ranging from classroom alcohol assessment and treatment programs to long-term inpatient facilities. Part of the assessment process is determining the likelihood that an offender will continue to drive impaired. Under a cooperative agreement, NHTSA and the American Probation and Parole Association developed a screening tool – the Impaired Driving Assessment (IDA) to determine an offender's risk of recidivism and to reduce that risk (APPA, 2014)".

Participants will be provided with information on the use and effects of alcohol and/or other drugs on their driving abilities/skills, reasoning, legal consequences, family dynamics, impact on job performance and responsibility to self and the safety of others. They will also be provided with useful tools to assess their behavior during and after drinking and/or using other drugs; how to recognize early warning signs of problem drinking and to gain insight into social, problem and alcoholic drinking and the use of other drug patterns.

**Enter intended subrecipients.**

St. Croix Mission Outreach DUI Offenders-DUI Risk Reduction

**Project Number:** 19-IDDUI-402

## Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select**

**countermeasure strategies that the planned activity will support.**

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	DWI Offender Monitoring

### Funding sources

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Alcohol (FAST)	\$56,560.00		

### Major purchases and dispositions

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.1.6.2 Planned Activity: Impaired Driving Overtime Enforcement (St. Thomas/St. John)

**Planned activity name** Impaired Driving Overtime Enforcement (St. Thomas/St. John)

**Planned activity number** 19-IDESTTJ-402

**Primary countermeasure strategy** DWI Offender Monitoring

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for**

**child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.****Description**

Territory enforcement campaigns that concentrate on impaired driving will be sustained in this project. To certify that resources are utilized effectively, these campaigns will incorporate evidence based strategies that are deployed based on a data-driven problem identification process.

For instance, funding will be allocated to the impaired driving enforcement programs undertaken by the Virgin Islands Police Department (VIPD). The VIPD is required to develop a data-driven action plan focusing on the impaired driving issues and locations identified. In addition, to participation in the national impaired driving crackdowns and mobilizations, the VIPD use dedicated DWI patrols, sobriety checkpoints and other evidence-based traffic safety enforcement strategies to implement their action plans.

**Enter intended subrecipients.**

**Project Title:** Impaired Driving Overtime Enforcement (St. Thomas/St. John)

**Impaired Driving Overtime Enforcement- St. Thomas/St. John Traffic Unit**

**Project Number:** 19-IDESTTJ-402

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Saturation Patrols

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2019	FAST Act NHTSA 402		\$105,926.00		
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## Major purchases and dispositions

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.1.7 Countermeasure Strategy: Alcohol Screening and Brief Intervention

**Program area** Impaired Driving (Alcohol)

**Countermeasure strategy** Alcohol Screening and Brief Intervention

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No



**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of §**

**1300.28(b)(1)]**

No

**Countermeasure strategy description**

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

The side effects of marijuana, illicit, prescription, and over-the-counter drugs can impair driving. The combination of these drugs is dangerous with or without alcohol while driving. Drugs can impair motor skills, perception, judgment and memory. Impairment continues beyond time of intoxication. Marijuana has recently been decriminalized in the Territory. Hence, there hasn't been any real data collected on the effects that it is has related to the impairment of driving. This countermeasure strategy and the funding allocated will center on obtaining data as it relates to drugged driving within the Territory by conducting surveys through a consultant who will be contracted to measure teen exposure and risks of drugged driving and to identify which strategies can be deployed effectively and areas where it will be necessary to deter the display of these behaviors.

This strategy was taken from "*NHTSA: Countermeasures That Work*" 5.1 Alcohol Screening and Brief Interventions Countermeasure. Although most states have laws that prohibit the use of impairing drugs by drivers, there is a great deal of variability in how States approach this issue. Lacey, Bernard and Snitow (2010) conducted interviews with law enforcement officers, prosecutors and other traffic safety professionals in States with per se laws; most were supportive of such laws. As of May 2015, nineteen (19) states have a per se laws that forbid the presence of any prohibited drug while a driver is in control of a vehicle (GHSA, 2015c). Driver drug use is not reported in all fatal crashes. Moreover, laboratories are inconsistent with drugs they test, results they report and the thresholds for determining a positive test result. To better understand and track the drug-impaired driving problem in the United States, improved data and data collection on drug-impaired drivers is needed.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

The side effects of marijuana, illicit, prescription, and over-the-counter drugs can impair driving. The combination of these drugs is dangerous with or without alcohol while driving. Drugs can impair motor skills, perception, judgment and memory. Impairment continues beyond time of intoxication. Marijuana has recently been decriminalized in the Territory. Hence, there hasn't been

any real data collected on the effects that it is has related to the impairment of driving. However, alcohol impairment is measured by the amount of alcohol in the blood or blood alcohol concentration (BAC) and is one (1) of the traffic issues in the Virgin Islands. Impaired driving under the influence of alcohol, legal or over the counter prescriptions, or illegal drugs, results in a complex social issue that involves multiple areas of the criminal justice, health care and education systems. Through this project a consultant will be contracted to conduct Attitude Surveys to measure teen exposure and risks of drugged driving and to identify which strategies can be deployed effectively and areas where it will be necessary to deter the display of these behaviors. The self-reported survey will be utilized to determine the prevalence of health-risk behaviors.

## Evidence of effectiveness

### **Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

This countermeasure strategy and the funding allocated will center on obtaining data as it relates to drugged driving within the Territory by conducting surveys through a consultant who will be contracted to measure teen exposure and risks of drugged driving and to identify which strategies can be deployed effectively and areas where it will be necessary to deter the display of these behaviors.

Many studies show that alcohol screening and brief interventions in medical facilities can reduce drinking and self-reported driving after drinking (D'Onofrio & Degutis, 2002; Moyer, Finney, Swearingen, & Vergun, 2002; Wil, Jensen, & Havighurts, 1997), Dill et al. (2004) reviewed nine (9) studies that evaluated alcohol screening and brief intervention effects on injury. These studies generally found that alcohol screening and brief interventions reduced both drinking and alcohol-related traffic crashes and injuries.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### **Planned activities in countermeasure strategy**

<b>Planned activity unique identifier</b>	<b>Planned Activity Name</b>	<b>Primary Countermeasure</b>
19-IDMS-402	Impaired Driving Media Survey	Alcohol Screening and Brief Intervention

### 5.1.7.1 Planned Activity: Impaired Driving Media Survey

**Planned activity name** Impaired Driving Media Survey  
**Planned activity number** 19-IDMS-402  
**Primary countermeasure strategy** Alcohol Screening and Brief Intervention

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

**Description:** What is Drugged Driving? The side effects of marijuana, illicit, prescription, and over-the-counter drugs can impair driving. The combination of these drugs is dangerous with or without alcohol while driving. Drugs can impair motor skills, perception, judgment and memory. Impairment continues beyond time of intoxication. Marijuana has recently been decriminalized in the Territory. Hence, there hasn't been any real data collected on the effects that it is has related to the impairment of driving. However, alcohol impairment is measured by the amount of alcohol in the blood or blood alcohol concentration (BAC) and is one (1) of the traffic issues in the Virgin Islands. A driver is considered legally impaired when their BAC is 0.08 percent or higher. As the BAC increases, the effects are indicated by a decline in visual and multi-tasking functions, reduced concentration, impaired perception, and inability to respond quickly to emergencies. Impaired driving under the influence of alcohol, legal or over the counter prescriptions, or illegal drugs, results in a complex social issue that involves multiple areas of the criminal justice, health care and education systems. Through this project a consultant will be contracted to conduct Attitude Surveys to measure teen exposure and risks of drugged driving and to identify which strategies can be deployed effectively and areas where it will be necessary to deter the display of these behaviors. The self-reported survey will be utilized to determine the prevalence of health-risk behaviors.

This strategy was taken from "*NHTSA: Countermeasures That Work*" 5.1 Alcohol Screening and Brief Interventions Countermeasure. Although most states have laws that prohibit the use of impairing drugs by drivers, there is a great deal of variability in how States approach this issue. Lacey, Bernard and Snitow (2010) conducted interviews with law enforcement officers, prosecutors and other traffic safety professionals in States with per se laws; most were supportive of such laws. As of May 2015, nineteen (19) states have a per se laws that forbid the presence of any prohibited drug while a driver is in control of a vehicle (GHSA, 2015c). Driver drug use is not reported in all fatal crashes. Moreover, laboratories are inconsistent with drugs they test, results they report and the

thresholds for determining a positive test result. To better understand and track the drug-impaired driving problem in the United States, improved data and data collection on drug-impaired drivers is needed.

### Enter intended subrecipients.

The Virgin Islands Office of Highway Safety

**Project Title:** Impaired Driving Media Survey

**Project Number:** 19-IDMS-402

Cost includes the following:

- Survey Development
- License Agreement
- Data Analysis

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Alcohol Screening and Brief Intervention

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Alcohol (FAST)	\$10,000.00		

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition

cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.2 Program Area: Traffic Records

Program area type Traffic Records

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

### Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

In Fiscal year 2017, The United States Virgin Islands had a total number of four thousand eight hundred seventy-five (4,875) crashes, ten (10) of which were fatal. Comprised of six data systems and performance measures, the Virgin Islands Traffic Records Program's mission is to improve traffic safety through data driven approaches. These data systems and performance measures are essential in the implementation of a model traffic records system, the organization and operation of a successful traffic records committee, and recognizing the importance of standards and guidelines for traffic records systems. Continued application of data-driven, science based management practices can decrease the frequency of traffic crashes and mitigate their substantial negative effects on individuals and the territory.

The Territory lacks the skills necessary to facilitate discussions with key stakeholders. Thus, the Virgin Islands will establish, implement, and maintain a complete and comprehensive traffic records program which is essential for the development and operation of a viable Safety Management System and effective traffic – related injury effort. The ultimate goal is to bring the Virgin Islands to zero (0) fatalities. Thus, the revamped Traffic Records Coordinating Committee (TRCC) will analyze data to ensure that the focus

is assessing priorities for the VI's six core systems based on the most recent assessment. The TRCC would meet regularly to address the territory's problems, follow through with updating the strategic plan and the recommendations, and ensure that approved traffic records projects meet the program requirements.

The Virgin Islands Office of Highway Safety Traffic Records Program along with the Virgin Islands Police Department, which spearheads traffic crash data collection, is in the process of procuring the Traffic and Criminal Software (TraCS) to carry out the e-citation project. TraCS is a data collection, records management and reporting software for public safety professionals, which will modernize traffic data collection in the USVI, allow for more accurate and timely access to data, mitigate the incidence of error in data collection through on-the-spot entry capability, and streamline the process for effectiveness and efficiency. TraCS also controls flow of forms from start to finish, transmits form to external sources quickly and allows ease in accounting for issued citations. The system will further link data input and access across relevant government agencies. TraCS will replace VIPD's Report Beam and the partial electronic crash reporting system. VIOHS anticipates the system will be up and running by August 2019.

A Traffic Records Assessment was completed in May of 2017. The Virgin Islands Office of Highway Safety received recommendations for improving the Traffic Records program; all of which will all be taken into consideration. Some recommendations however, will be addressed later. The Citation/Adjudication and EMS/Injury Surveillance recommendations will be the focus in Fiscal Year 2019, moving along with the e-citations, continuing funding EMS, and implementing a new GIS project.

<i>Code</i>	<i>Performance Measure &amp; Target</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>5 Year Moving Average</i>	<i>Linear Trend Data</i>	<i>2019 Goal</i>
	<b>Traffic Fatalities:</b> Decrease traffic fatalities by 9% from the 2013-2017								
<i>C-1</i>	five (5) year moving average through December 31, 2019 meeting data collected 2016-2017.	9	12	14	10	10	11	11	10
	<b>Serious Injuries in Traffic Crashes:</b>								
<i>C-2</i>	Meet the five (5) year moving average through December 31, 2019 given the increase 2015-2017.	16	13	16	16	16	15.4	14.5	15
<i>C-3</i>	<b>Fatalities/VMT:</b> Not applicable.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A



**Unrestrained Passenger Vehicle**

**Occupant Fatalities:** Meet the five (5) year moving average through December 31, 2019 given the increase in 2017.

C-4	2	4	3	2	4	3	2.4	3
-----	---	---	---	---	---	---	-----	---

**Alcohol Impaired Driving:** Decrease alcohol impaired driving fatalities by 28% from the 2013-2017 five (5) year moving average through December 31, 2019.

C-5	3	0	1	2	1	1.4	2	1
-----	---	---	---	---	---	-----	---	---

**Speeding Related Fatalities:** Decrease speeding related fatalities by 44% from the 2013-2017 five (5) year moving average through December 31, 2019.

C-6	4	5	2	4	3	3.6	4.5	2
-----	---	---	---	---	---	-----	-----	---

**Motorcyclist Fatalities:** Decrease motorcycle fatalities by 37% from the 2013-2017 five (5) year moving average through December 31, 2019.

C-7	1	2	2	2	1	1.6	1.6	1
-----	---	---	---	---	---	-----	-----	---

**Unhelmeted Motorcyclist Fatalities:** Maintain zero (0) Unhelmeted Motorcyclist fatalities from the 2013-2017 five (5) year moving average through December 31, 2019.

C-8	0	0	0	0	0	0	0	0
-----	---	---	---	---	---	---	---	---

**Drivers Age 20 or Younger Fatalities:** Achieve zero (0) Drivers Age 20 or Younger fatalities based on 2016 and 2017 numbers through December 31, 2019.

C-9	0	2	3	0	0	1	1.6	0
-----	---	---	---	---	---	---	-----	---

**Pedestrian Fatalities:** Decrease pedestrian fatalities by 58% from the 2013-2017 five (5) year moving average

C-10	4	3	2	1	2	2.4	4.2	1
------	---	---	---	---	---	-----	-----	---

through December 31, 2019.

**Bicyclist Fatalities:** Maintain zero (0)

*C-II* bicyclist fatalities from the 2013-2017  
five (5) year moving average through  
December 31, 2019.

0 0 0 0 0 0 0 0

## Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of Traffic Fatalities	5 Year	2019	10.0
2019	Accuracy Traffic Records Performance Measure	Annual	2019	100.0
2019	Timeliness Traffic Records Performance Measure	Annual	2019	24.0

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Records Highway Safety Office Program Management
2019	Improving Traffic Records System

### 5.2.1 Countermeasure Strategy: Traffic Records Highway Safety Office Program Management

**Program area** Traffic Records

**Countermeasure strategy** Traffic Records Highway Safety Office Program Management

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on**

**rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

The Virgin Islands Office of Highway Safety Traffic Records Management program had a few performance targets during Fiscal Year 2017. With the onboarding of the new Coordinator on May 1, 2017, some tasks were unable to be completed due to lack of training received on the position

and its roles.

The program's first goal was to have at least six (6) Traffic Records Coordinating Committee meetings that should have been completed by September 30, 2017. The Traffic Records Coordinating Committee was rebuilt with the hiring of the new Traffic Records Coordinator. Out of six (6) meetings that were proposed, one (1) was completed on May 25, 2017. There were twelve (12) participants, with representation from agencies such as Bureau of Motor Vehicle (BMV), Virgin Islands Office of Highway Safety (VIOHS), Emergency Medical Services (EMS), Geographic Information Systems (GIS), Management Information Systems (MIS), Virgin Islands Police Department Traffic Bureau (VIPDTB), and NHTSA Region 2. Citation data was retrieved by Report Beam on a bi-monthly basis; this was used to provide the data needed to develop the VIOHS sub-granted enforcement projects. In previous year, the VIOHS received data from the VI Superior Court (VISC). This data was used to cross-reference what was provided by the Traffic Division. However, this was not received during Fiscal Year 2017. The VI Superior Court once again has put out an RFP for the rebuilding of the recording and reporting system. This system should address some of the shortfalls that were identified in the Traffic Records Program Assessment completed May 2017. The court still retains the citation and conviction information; the VIOHS will have to re-establish a mode of retrieval.

Monitoring was an activity that the program planned to implement through monthly on-site visits and follow-ups on each project that was funded. Of those, one (1) formal monitoring visit and follow-up was held on July 19, 2017, and a detailed report was completed. The Virgin Islands Emergency Medical Service was the only external traffic records sub-grantee that required monitoring. The sub-grantee submitted monthly reports to the VIOHS Director. Information was frequently shared and provided by the sub-grantee through constant communication with phone calls and emails that provided technical assistance and guidance as deemed necessary. The provision of updates to the TRCC's strategic plan and the performance measures at scheduled TRCC meetings during the fiscal year was another objective to be completed under the approved grant cycle. These tasks were not completed during the fiscal year as a result of the hiring of a new Traffic Records Coordinator in the third quarter of the fiscal year, who is still becoming familiar with the position and its roles. The unfortunate lack of an updated strategic plan amongst other fixable factors, made the Territory not qualified for Fiscal Year 2018 405c funds.

Furthermore, the grant augmented that the Traffic Records Coordinator will provide quarterly statistical reports to Virgin Islands Office of Highway Safety (VIOHS), Virgin Islands Police Department (VIPD), Virgin Islands Department of Public Works (VIDPW), and other pertinent agencies during Fiscal Year 2017. There was no Traffic Stats Booklets distributed during the fiscal year. Positively, the VIOHS supplied data required to identify, isolate, and analyze critical traffic

safety issues involving DUI arrests, traffic citations, and fatality data. The data was used for senate hearings that the VIPD Commissioner attended and to develop the VIOHS Highway Safety Plan and complete the Annual Evaluation Report.

Lastly, for the enhancement of job performance, the Traffic Records Coordinator was approved to attend five (5) training courses, *Traffic Records Forum; Managing Highway Safety Programs; Data Driven Approaches to Highway Safety Planning; Communications; and Lifesavers National conference* during the fiscal year. The newly hired Traffic Records Coordinator attended the Traffic Records Forum, along with three (3) members of the Traffic Records Coordinating Committee. The participants of the Traffic Records Forum were given innovative ideas from various informative sessions that were held. Sessions such as the *Thin Blue Line, E-Citation, Ignition Interlock, and Creating an Effective Traffic Records Coordinating Committee* suggested alternate ways that upcoming projects being tackled by the TRCC and how they could be structured. With the gained ideas and suggestions, the Virgin Islands Office of Highway Safety, with other Government Agencies, can help make the roads of the Territory safer for all. The Coordinator was also scheduled to attend the Data Driven Approaches to Highway Safety Program Assessments training in Fiscal Year 2017, but could not attend because of the Territory being impacted by two (2) category 5 hurricanes.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

The Traffic Records Coordinator (TRC) will oversee and monitor the Traffic Records Program grant and projects, representing the interests of the VIOHS, agencies and stakeholders within the highway and traffic safety community. The TRC will be responsible for reviewing and evaluating innovative technologies to ensure that upkeep of highway safety data and traffic records systems. Additionally, all traffic data processes will be monitored, traffic data processes will be supervised, and statistical analyses of the traffic data will be completed. TRCC meetings will be conducted, addressing the strategic plan, targeting improvements in accurate and timely traffic safety data. Funds will cover Coordinator's salary, fringe benefits, equipment and meeting minutes, supplies, and other related costs. The Coordinator will ensure that all requirements of the Fast Act for the traffic records coordinating committee are met.

Strategy is based on NHTSA's Uniform Guidelines, Guideline #10 – Traffic Records, and Chapter IV- Managing Traffic Records.

Training in managing federal finances is essential to the fulfillment of federal requirements for a successful Traffic Records Project. With the new Traffic Records Coordinator on board, it is imperative that during this fiscal year, trainings are attended to increase the knowledge of the individual and generate positive results for the Traffic Records program, to ensure the fulfillment of all goals and objectives.

The trainings that would possibly be attended are:

- Traffic Records Forum
- Managing Highway Safety Programs
- Data Driven Approaches to Highway Safety Planning

Costs will include the following:

- Salary and Fringe Benefits: \$65,000.00 (estimated)
- Operating Supplies/Equipment: \$2,900.00 (estimated)
- Professional Services: \$75,000.00
- Travel (Training and Monitoring Visits): \$19,720.00 (estimated)
- Indirect Cost: \$185,322.73 (estimated)

A State traffic records system assists the traffic safety community in implementing programs and countermeasures that reduce motor vehicle collisions, driver injuries, and fatalities (Traffic Records Program Assessment Advisory).

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

The development and management of traffic safety programs is a systematic process with the goal of reducing the number and severity of traffic crashes. This data-driven process ensures that all opportunities to improve highway safety are identified and considered for implementation. Strategy is based on NHTSA's Uniform Guidelines, Guideline #10 – Traffic Records, Chapter IV – Managing Traffic Records.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-TRM-405c	Traffic Records Management	Traffic Records Highway Safety Office Program Management

### 5.2.1.1 Planned Activity: Traffic Records Management

**Planned activity name** Traffic Records Management

**Planned activity number** 19-TRM-405c

**Primary countermeasure strategy** Traffic Records Highway Safety Office Program Management

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

Yes

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No



**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

The Traffic Records Coordinator (TRC) will oversee and monitor the Traffic Records Program grant and projects, representing the interests of the VIOHS, agencies and stakeholders within the highway and traffic safety community. The TRC will be responsible for reviewing and evaluating innovative technologies to ensure that upkeep of highway safety data and traffic records systems. Additionally, all traffic data processes will be monitored, traffic data processes will be supervised, and statistical analyses of the traffic data will be completed. TRCC meetings will be conducted, addressing the strategic plan, targeting improvements in accurate and timely traffic safety data. Funds will cover Coordinator's salary, fringe benefits, equipment and meeting minutes, supplies, and other related costs. The Coordinator will ensure that all requirements of the Fast Act for the traffic records coordinating committee are met. Strategy is based on NHTSA's Uniform Guidelines, Guideline #10 – Traffic Records, and Chapter IV- Managing Traffic Records.

Training in managing federal finances is essential to the fulfillment of federal requirements for a successful Traffic Records Project. With the new Traffic Records Coordinator on board, it is imperative that during this fiscal year, trainings are attended to increase the knowledge of the individual and generate positive results for the Traffic Records program, to ensure the fulfillment of all goals and objectives.

The trainings that would possibly be attended are:

- Traffic Records Forum
- Managing Highway Safety Programs

- Data Driven Approaches to Highway Safety Planning

Costs will include the following:

- Salary and Fringe Benefits: \$65,000.00 (estimated)
- Operating Supplies/Equipment: \$2,900.00 (estimated)
- Professional Services: \$75,000.00
- Travel (Training and Monitoring Visits): \$19,720.00 (estimated)
- Indirect Cost: \$185,322.73 (estimated)

A State traffic records system assists the traffic safety community in implementing programs and countermeasures that reduce motor vehicle collisions, driver injuries, and fatalities (Traffic Records Program Assessment Advisory).

### Enter intended subrecipients.

**Project Title:** Virgin Islands Emergency Medical Services (VIEMS)

**Project Number:** 19-VIEMS-408

**Funding Source:** 408

**MOE Amount:** To be determined. The VIOHS will inform NHTSA Region 2 Office when this amount is received.

**Indirect Cost Rate:** 13.12% (Subject to change based on the VI Office of Management and Budget).

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Records Highway Safety Office Program Management

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal	Funding Source	Eligible Use of	Estimated Funding	Match	Local
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Year		Funds	Amount	Amount	Benefit
2018	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$185,322.73		

## Major purchases and dispositions

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.2.1.2 Planned Activity: Virgin Islands Emergency Medical Services (VIEMS)

**Planned activity name** Virgin Islands Emergency Medical Services (VIEMS)

**Planned activity number** 19-VIEMS-408

**Primary countermeasure strategy** Traffic Records Highway Safety Office Program Management

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

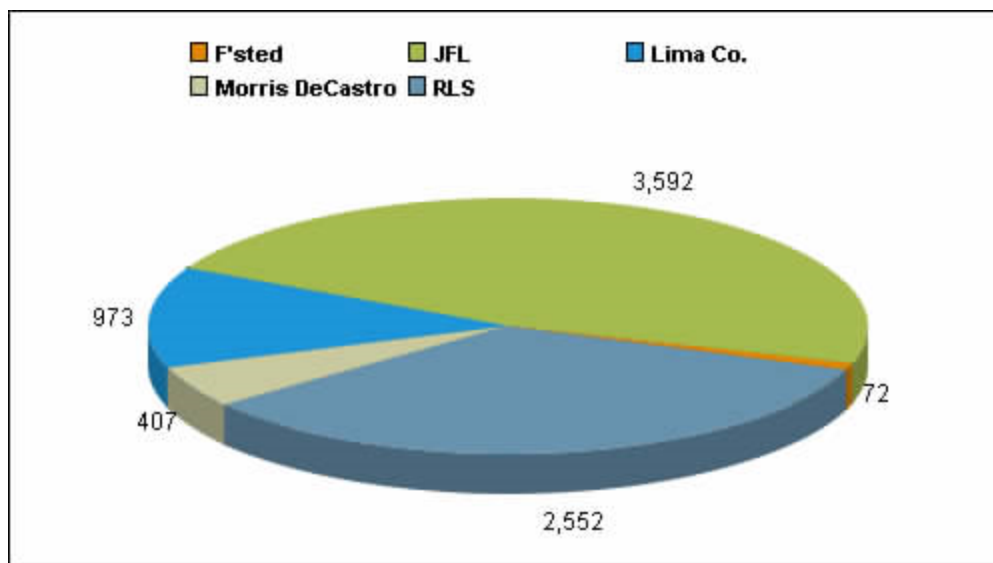
**Enter description of the planned activity.**

Based on the Traffic Records Program Assessment Advisory section 3-F, page 87, the VIOHS will continue to provide funding the Department of Health Office of Emergency Medical Services (EMS). VIEMS provides out of hospital emergency care to patients with traumatic injuries and medical emergencies from initial 911 call to dispatch, field response, transport and transfer to the Emergency Room (ER) staff. Its mission is to provide optimum emergency care to all the people of the territory. Additionally, the Virgin Islands Emergency Medical Services continuously improves their 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.

The Virgin Islands continue to see a dramatic rise in incidents requiring the need for medical aid, treatment aids, and transport. These responses require accurate reporting and documentation as the law mandates. Quality assurance, improvement to policy and procedure, and research, education and

implementation process are all vital functions toward honing and improving the EMS model. By far the electronic patient care report (ePCR) has improved EMS record availability and legibility for ER clinicians as well as improve quality improvement and assurance. They are vital in the study of injury prevention and other studies that are on-going.

Our call volume for calendar year 2017 was:

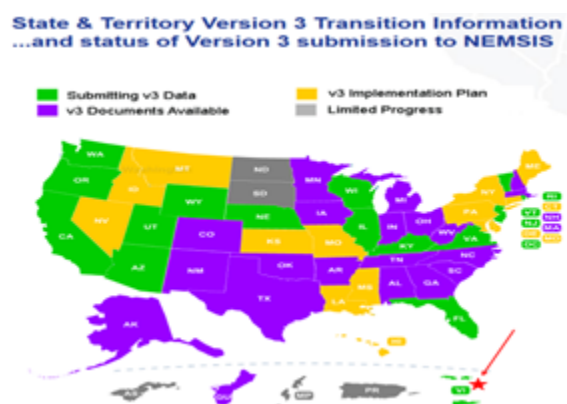


**St. Thomas** is represented by Lima Co. and RLS **Total 3525**

**St. John** **Total 407**

**St. Croix** **Total 3592**

Through the Virgin Islands of Highway Safety, the implementation of ePCRs has propelled our system into the future and has made reporting and exporting information to the National EMS Information System seamless.



With emsCharts, Virgin Islands EMS providers can now document patient complaints, care and treatment

making it readily available for the continuity of that patient care. emsCharts also has the capability of CAD Imports, and HL7 and billing interfaces. The programs have advanced even further to include Analytics, ways to track employee education, certification and licensure status.

### Enter intended subrecipients.

Not Applicable.

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improving Traffic Records System
2019	Ideally, the injury surveillance system tracks the frequency, severity, and nature of injuries sustained in motor vehicle crashes; enables the integration of injury data with the crash data; and makes this information available for analysis that supports research, prevention, problem identification, policy-level decision-making, and efficient resource allocation.

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	Other		\$63,259.18		

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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Desktop PC	6	\$11,250.00	\$67,500.00	\$1,875.00	\$11,250.00
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### 5.2.1.3 Planned Activity: E-Citation Project

**Planned activity name** E-Citation Project

**Planned activity number** 19-ECITE-408

**Primary countermeasure strategy** Traffic Records Highway Safety Office Program Management

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes**

**involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

Collecting timely, accurate, and complete traffic safety data has been an issue for the Virgin Islands for a very long time, causing the Territory to possess poor-quality data, which is required for more complex analyses. The Virgin Islands Police Department is currently challenged with a manual citation process. This process creates issues of lack of accountability on the amount of citations issued, insufficient updated computers, no mobile connectivity within the vehicles, and long hours spent on creating statistical reports. All these factors lead to a low productivity within the agency. The proposed solution will be to implement an E-citation solution that enables the department to automate the process of creating, issuing, approving, and transmitting the citations to the court electronically. After several years, the e-citation project is scheduled to rollout in fiscal year 2018. With the implementation of an e-citation solution, data collection would be made easier, eliminating the struggle of bad handwriting on citations, reducing the number of errors when entering the data. The TRCC will utilize this system to analyze data, assessing priorities for the Virgin Islands' six (6) core systems based on the most recent assessment. The application of modern technology in all operational phases (data collection, interface, processing, retrieval, integration, and analysis) would allow multiple layers of data entry from different agencies, contributing to the development of an effective traffic-related injury control effort in the Territory of the United States Virgin Islands.

The Virgin Islands Police Department decided on the Traffic and Criminal Software (TraCS) which is a data collection, records, management, and reporting software for public safety professionals to carry out the e-citation project. TraCs will allow the Virgin Islands Police Department to make readily available the traffic data necessary for planning, resource allocation and application of meaningful solutions to problems. The Territory is in need of accurate and timely data along with data analysis services, which can be provided by this system. The implementation of TraCS would allow the Virgin Islands Police



Department to avoid data entry errors that plague the paper system that is currently used; allows for the collection of accurate data immediately at the scene instead of later at the office; controls the flow of your forms from start to finish; transmit forms to external sources quickly; and is compatible with a wide range of devices. This system will also make it easy to account for citation forms issued. The system will further link data input and access across the following agencies within the Government of the Virgin Islands (GVI): Virgin Islands Police Department, Virgin Islands Department of Health Emergency Medical Services, Virgin Islands Superior Court, Virgin Islands Office of Highway Safety, Office of the Lieutenant Governor, Bureau of Motor Vehicles, and Virgin Islands Department of Justice.

The TRCC strategic plan addresses the adoption and integration of new technology at the project level to ensure timely, accurate, and complete traffic safety data, which-in turn- provides the better-quality data required for more complex analyses. The application of new technology in all operational phases (data collection, interface, processing, retrieval, integration, and analysis) should be continuously reviewed and assessed (Traffic Records Program Assessment Advisory).

### Enter intended subrecipients.

Not Applicable.

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improving Traffic Records System

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	Other	Other	\$1,300,000.00		

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition

cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Toughbook Laptop	18	\$59,908.14	\$1,078,346.52	\$3,328.23	\$59,908.14
Docking Station	16	\$11,095.20	\$177,523.20	\$693.45	\$11,095.20
Printers	20	\$17,927.20	\$358,544.00	\$896.36	\$17,927.20

#### 5.2.1.4 Planned Activity: Geocoding and Geolocation Project

**Planned activity name** Geocoding and Geolocation Project

**Planned activity number** 19-GIS-408

**Primary countermeasure strategy** Traffic Records Highway Safety Office Program Management

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§**

**405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

The U.S. Virgin Islands lacks a navigable roadway system, hereby structures are not identified in a consistent and logical fashion by a unique combination of orderly street numbers and a unique street name. This creates an issue regarding recording accurate location data when a citation is being given or when a crash occurs. A navigable roadway system is critical for Emergency Services, Economic Development, Government and Private Operations. The most important impact this system will have in the Virgin Islands will be the accuracy in roadway data, and provide navigation and direction capabilities. With the advent of the historic hurricane season of 2017, the US Virgin Islands once again experienced the severe trauma and stress caused by our illogical navigational system. It will allow other government agencies such as Virgin Islands Police Department, Virgin Islands Emergency Medical Services, Department of Public Works, and Virgin Islands Fire Department to utilize the benefits of routing and asset tracking, which will make deployment easier, resulting in a timelier response times to community issues and emergencies. The implementation of this project can assist in the accuracy of data collection related to location in the Territory of the United States Virgin Islands, which will contribute to the Traffic Records Coordinating Committee's goal of obtaining better quality data needed for complex analyses. Aiding with the identification of high crash problem locations, the geocoding and geolocation project will

facilitate effective enforcement efforts by the Virgin Islands Office of Highway Safety. This project is an ongoing process requiring 24-36 months to complete.

The State's roadway data system comprises data collected by the State (State-maintained roadways and, in some cases, local roadways) as well as data from local sources such as county and municipal public works agencies and metropolitan planning organizations. The ideal statewide system incorporates sufficient information on all public roads to support valid, system-wide network screening and countermeasure development, deployment, and evaluation (Traffic Records Program Assessment Advisory).

### Enter intended subrecipients.

Not Applicable.

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improving Traffic Records System

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	Other	Other	\$1,584,811.20		

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.2.2 Countermeasure Strategy: Improving Traffic Records System

Program area                      Traffic Records

Countermeasure strategy    Improving Traffic Records System

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Based on NHTSA's Traffic Records Assessment of the territory's six core data systems, the Virgin Islands has identified six recommendations that will aid in improving out traffic records system.

#### Citation/Adjudication Recommendations:

- Improve the applicable guidelines for the Citation and Adjudication data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the procedures/process flows for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

#### EMS/Injury Surveillance Recommendations

- Improve the description and contents of the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

These recommendations are being used as countermeasure strategies and are designed to improve the timeliness, accuracy, and completeness of Citation/Adjudication, and EMS/Injury Surveillance system. The planned activities being funded under these strategies are Virgin Islands Emergency Medical Services (VIEMS), E-citation Project, and Geocoding Geolocation Project.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

The Virgin Islands Territory lacks the skills necessary to facilitate discussions with key stakeholders. Thus, the Virgin Islands has used the Traffic Records Assessment as its problem identification to determine issues related to its timeliness, accuracy, completeness, accessibility, and integration within the Virgin Islands's six core data systems, and to create its performance targets and countermeasure strategies. The coordination and usability of data for planning and policy decisions will also be improved by the implementation of projects developed from these countermeasures. Timely processing and accuracy of citation and adjudication data will be promoted, and it will improve the identification of high crash areas, thus improving highway safety. The funds allocated would address issues identified in the problem identification, meet set performance targets, and carry out countermeasure strategies that would improve Traffic Records Systems.

#### Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

The Virgin Islands used the Citation/Adjudication, EMS/Injury Surveillance, and Crash Traffic Records Assessment recommendations as countermeasures to strengthen its Citation/Adjudication, EMS/Injury Surveillance, and Crash Systems. Based on these recommendations, the Virgin Islands Police Department, Government agencies, and the community's ability to access complete and accurate traffic data required to identify, isolate, and analyze critical traffic safety issues in a timely manner will be enhanced through the implementation of the E-Citation Project. The application of the Traffic and Criminal Software (TraCS) in all operational phases (data collection, interface, processing, retrieval, integration, and analysis) in Fiscal Year 2019, would allow multiple layers of data entry from different agencies, contributing to the development of an effective traffic-related injury control effort in the Territory of the United States Virgin Islands. The amount of one million three hundred thousand dollars (\$1,300,000.00) will be allocated for the implementation of the E-Citation Project. This funding would cover the costs of professional services associated with the system, personnel who will be responsible for the customization, installation, and maintenance of the system, supplies that would be needed, travel expenses, and also indirect costs.

The continued funding of the Virgin Islands Emergency Medical Services will increase effectiveness of injury surveillance tracking within the Territory through timely and complete data entry, easy extraction, customized data sets, and exporting of data. Through the Virgin Islands Office of Highway Safety, the Virgin Islands Emergency Services was able to implement ePCRs, which will make reporting and exporting information to the National EMS Information System seamless. Funding in the amount of seventy four thousand six hundred seventy eight dollars and sixty four cents (\$74,678.64) will be utilized for the costs of personnel responsible for executing the grant, fringe benefits, supplies that would be needed, professional services, training, and indirect costs.

The Geocoding and Geolocation Project will enhance the analytic capacity of crash records and efficient data analysis, to include location data, contributing factors such as time of day, age, gender, etc., to monitor the effectiveness of resource deployment. With the development of this project, location data will be provided, enhancing the response time of first responders to crashes throughout the Territory of the Virgin Islands. Funding in the amount of one million five hundred eighty-four thousand eight hundred eleven dollars and twenty cents (\$1,584,811.20) will be allocated to the professional services portion of this project. Professional services is inclusive of MARS, which will be the official Territorial archive for addressing; field passes, needed for verification of field data to ensure accuracy in that the map data represents what is represented in the field and community; and data management, needed as it is the protocol for creating the MARS, producing the address grid, and generation of all data relevant to the execution of the project.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each**



**program area to address its problems and achieve its performance targets.**

### **Planned activities in countermeasure strategy**

<b>Planned activity unique identifier</b>	<b>Planned Activity Name</b>	<b>Primary Countermeasure</b>
19-TRAIN-405c	Traffic Records Management Training	Improving Traffic Records System
19-IIT-405c	Traffic Records Inter-Island Travel	Improving Traffic Records System
19-VIEMS-408	Virgin Islands Emergency Medical Services (VIEMS)	Traffic Records Highway Safety Office Program Management
19-ECITE-408	E-Citation Project	Traffic Records Highway Safety Office Program Management
19-GIS-408	Geocoding and Geolocation Project	Traffic Records Highway Safety Office Program Management

#### **5.2.2.1 Planned Activity: Traffic Records Management Training**

**Planned activity name** Traffic Records Management Training

**Planned activity number** 19-TRAIN-405c

**Primary countermeasure strategy** Improving Traffic Records System

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant**

**application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

Training in managing federal finances is essential to the fulfillment of federal requirements for a successful Traffic Records Project. With the new Traffic Records Coordinator on board, it is imperative that during this fiscal year, trainings are attended to increase the knowledge of the individual and generate positive results for the Traffic Records program, to ensure the fulfillment of all goals and objectives. Funds in this category will be used to focus on programmatic and technical related travel for trainings to enhance the Traffic Records Coordinator's understanding of the program and its implementations.

The trainings that would possibly be attended are:

- Traffic Records Forum

- Managing Highway Safety Programs
- Data Driven Approaches to Highway Safety Planning

### Enter intended subrecipients.

Not Applicable.

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improving Traffic Records System

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$19,720.00		

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.2.2.2 Planned Activity: Traffic Records Inter-Island Travel

Planned activity name

Traffic Records Inter-Island Travel

**Planned activity number** 19-IIT-405c

**Primary countermeasure strategy** Improving Traffic Records System

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

Funds budgeted in this category is for travel between the islands for monitoring, data gathering, and attending meetings.

**Enter intended subrecipients.**

Not Applicable.

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Improving Traffic Records System

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$2,304.00		

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.3 Program Area: Occupant Protection (Child Passenger Safety)

**Program area type** Occupant Protection (Child Passenger Safety)

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

Yes

#### Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

Based on research conducted by the Centers for Disease Control, motor vehicle crashes are a leading cause of death among those aged 1-54 in the U.S. Most crash-related deaths in the United States occur to passenger vehicle occupants (drivers and passengers). Though every life lost due to being unrestrained is a tragedy for families and the community alike, the number of unrestrained fatalities in the territory is so small that it cannot be compared to the lives lost in a single day in the nation.

Therefore, the Virgin Islands Occupant Protection program has continued to strengthen its efforts with local and national enforcement campaigns, stepped-up belt and child seat enforcement, together with aggressive media, public information, and education campaigns to inform motorists of the benefits of using safety restraints and to strengthen public perception of receiving a ticket for seatbelt violations.

From 2006- 2010, the seat belt usage rate increased tremendously from 80.2% to 87.2%. This was a big step towards the territory's compliance to the seat belt law. However, in 2011 the rate dropped 1.6 percentage points to 85.6%. This began the downward shift in seat belt usage as well as little or no enforcement activities resulted in less citations being issued. During the 2013-2014 grant year, the issuance of seat belt citations and usage were at their lowest; 102 (76.9%) and 472(66.1%) respectively. During 2015, the most seat belt citations issued also lauded the highest usage rate of 82.7% during that 5 year period. Since then, there has been a downward shift in citations issued as well as the usage rate.

The gender composition in the territory remained at 6 of every 10 drivers are male. Though there were no significant percentage difference among belted drivers in cars (79.6%) versus drivers in non-cars (78.9%), males still represented the highest percentage of drivers in all vehicle types at 64.8% and females at 35. However, female drivers (85.3%) were more likely to use restraints than male drivers(75.8%), females on St. Thomas displayed the highest belt use of 89% , compared to their

counterparts on St. John(88.8%) and St. Croix(81%).

In 2017, there were also 4 fatalities within the District as a result of occupants being unrestrained. This was a 100% increase which accounted for 40% of the total fatalities for the year. Unfortunately, crashes continue to be relatively high in the District. In the St. Thomas/ St. John District, fatalities continue to be minimal as reflective of the trend. Child passenger safety training is an important tool in the effort to raise awareness and convey accurate technical information about proper occupant restraint usage.

The Occupant Protection program will continue to recruit individuals for the technician training program and one individual who have shown exemplary performance and knowledge in our Child Passenger program to become an instructor. In 2017, the program was unable to conduct Child Passenger Safety technician classes in the territory, and lost several technicians for a variety of reasons. In 2018, we were able to certify 8 individuals. However, that is still not enough technicians to continue with promoting the child passenger safety message. Continuous training and education is necessary so that the community can be enlightened of the dangers of non restraint usage as we move towards our target of 0 deaths and injuries as a result of non restraint use.

## Performance measures

**Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.**

### Performance Measures in Program Area

Fiscal	Performance Measure	Target Period(Performance	Target End	Target Value(Performance
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Year	Name	Target)	Year	Target)
No records found.				

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement- St. Croix
2019	Sustained Enforcement
2019	Occupant Protection Management
2019	Child Restraint System Inspection Station(s)

### 5.3.1 Countermeasure Strategy: Sustained Enforcement- St. Croix

**Program area** Occupant Protection (Adult)

**Countermeasure strategy** Sustained Enforcement- St. Croix

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

Yes

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an**

**impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Countermeasure strategy description**

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

To increase restraint compliance, the Virgin Islands Police Department Traffic Bureau will perform 51 days of high-visibility seatbelt enforcement during National Mobilizations and Local Mobilization Periods, to include Click It or Ticket and Child Passenger Safety Week, at various locations in the St. Croix District.

During these National Mobilizations and Local Enforcement Periods, officers will conduct high visibility enforcement on heavily traversed roadways in the Territory. Enforcement will also be conducted prior to and after school hours to enforce child passenger safety.

Enforcement will be conducted during all NHTSA required national mobilizations, Sunset Jazz that occurs during the month of June where a large influx of motorists can be seen throughout the island and their presence is associated with heavy traffic flow.

Also during the Emancipation Day Celebration which occurs in **July** which usually have a heavy traffic and during the USVI Restaurant Week activities which occurs in **August** where patrons are invited to dine at numerous restaurants. These traffic enforcement patrols will be conducted on our roadways in a concerted effort to promote and enforce seat belt use with the ultimate goal of saving lives in the District.

Due to the small size of the island and limited thoroughfares, checkpoints will be utilized in combination with saturation patrols. When a checkpoint goes up on one thoroughfare, a saturation patrol and/or secondary checkpoint will be used on the corresponding thoroughfare that the public would logically use to avoid the checkpoint and still access their destination.

Quite often, traffic patterns change drastically when a checkpoint is started due to social media and island culture.

We will assist the Office of Highway Safety in conducting Public Service Announcements via radio, television, and printed media to inform the public about territory seatbelt laws, the importance of wearing a seatbelt while operating a vehicle, and the high visibility enforcement that will be occurring.

The office will utilize funding obtained from this project through Section 406 Highway Safety funds to reduce deaths and injuries on the highways for projects to achieve individual targets that collectively will make progress towards national goals.

-

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

As a countermeasure to violations, officers will conduct check points and/or saturation patrols between the hours of 6:00 am and 6:00 pm during the below listed mobilization periods.

In order to achieve this goal we will:

- Conduct 51 high-visibility checkpoints in conjunction with saturation patrols on selected roadways between the hours of 6:00 am and 6:00 pm during planned local and national mobilizations in both districts. (One checkpoint /saturation patrol is scheduled for every day of the planned mobilizations. 51 days of mobilizations = 51 checkpoints/saturation patrols)
- Assist Office of Highway Safety with media efforts as requested
- Cite motorists in violation

Listed below are the proposed initiative dates:

Position Title	Hourly Wage (Estimated)	Total Hours	Total Cost
Police Officers (8)	\$55.00	51 Initiatives x 4 hours x 9 Officers= 1,836 hours	\$100,980.00
Police Supervisors	\$65.00	51 Initiatives x 4 hours x 2 Supervisors= 408 hours	\$26,520.00

**Fringe Benefits (FICA) @ 7.65% (of total personnel costs) = \$9,753.75**

**Grand Total (Personnel plus Fringe) \$137,253.75**

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Document number of initiatives conducted

Document number and types of citations issued

Document media assistance provided to Office of Highway Safety

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
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19-OPSTX-406	Occupant Protection Enforcement	Sustained Enforcement- St. Croix
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### 5.3.1.1 Planned Activity: Occupant Protection Enforcement

**Planned activity name** Occupant Protection Enforcement

**Planned activity number** 19-OPSTX-406

**Primary countermeasure strategy** Sustained Enforcement- St. Croix

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

Yes

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes**

**involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

To increase restraint compliance, the Virgin Islands Police Department Traffic Bureau will perform 51 days of high-visibility seatbelt enforcement during National Mobilizations and Local Mobilization Periods, to include Click It or Ticket and Child Passenger Safety Week, at various locations in the St. Croix District.

During these National Mobilizations and Local Enforcement Periods, officers will conduct high visibility enforcement on heavily traversed roadways in the Territory. Enforcement will also be conducted prior to and after school hours to enforce child passenger safety.

Enforcement will be conducted during all NHTSA required national mobilizations, Sunset Jazz that occurs during the month of June where a large influx of motorists can be seen throughout the island and their presence is associated with heavy traffic flow.

Also during the Emancipation Day Celebration which occurs in **July** which usually have a heavy traffic and during the USVI Restaurant Week activities which occurs in **August** where patrons are invited to dine at numerous restaurants. These traffic enforcement patrols will be conducted on our roadways in a concerted effort to promote and enforce seat belt use with the ultimate goal of saving lives in the District.

Due to the small size of the island and limited thoroughfares, checkpoints will be utilized in combination with saturation patrols. When a checkpoint goes up on one thoroughfare, a saturation patrol and/or secondary checkpoint will be used on the corresponding thoroughfare that the public would logically use to avoid the checkpoint and still access their destination.

Quite often, traffic patterns change drastically when a checkpoint is started due to social media and island culture.

We will assist the Office of Highway Safety in conducting Public Service Announcements via radio, television, and printed media to inform the public about territory seatbelt laws, the importance of wearing a seatbelt while operating a vehicle, and the high visibility enforcement that will be occurring.

The office will utilize funding obtained from this project through Section 406 Highway Safety funds to reduce deaths and injuries on the highways for projects to achieve individual targets that collectively will make progress towards national goals.

In order to increase driver and passenger usage by two percent (2%) by September 30, 2019, the Virgin Islands Police Department will:

- Conduct 51 high-visibility checkpoints in conjunction with saturation patrols on selected roadways between the hours of 6:00 am and 6:00 pm during planned local and national mobilizations. (One checkpoint / saturation patrol is scheduled for every day of the planned mobilizations. 51 days of mobilizations = 51 checkpoints/saturation patrols)
- Assist Office of Highway Safety with media efforts as requested
- Cite motorists in violation of the restraint laws.

<b>Description of Initiatives</b>	<b>Dates</b>	<b>No. # Of Days</b>
<b>Local Seatbelt Enforcement</b>	<b>February 8-12, 2019</b>	<b>5 Days</b>
<b>Local Seatbelt Enforcement</b>	<b>March 19-23, 2019</b>	<b>5 Days</b>
<b>Local Seatbelt Enforcement</b>	<b>April 1-5, 2019</b>	<b>5 Days</b>
<b>National <u>Click it or Ticket</u> Mobilization</b>	<b>Between the dates of May 15- June 3, 2019</b>	<b>16 Days</b>



Description of Initiatives	Dates	No. # Of Days
Local Seatbelt Enforcement	July 18-26, 2019	9 Days
Local Seatbelt Enforcement	August 13-18, 2019	5 Days
Child Passenger Safety Week	September 20-26, 2019	6 Days

Operational Plans will be submitted for each initiative as an attachment.

Program progress to be evaluated monthly by analyzing all available data.

Programmatic changes to be made as necessary based on evaluations.

#### **Enter intended subrecipients.**

Virgin Islands Government- Virgin Islands Police Department

45 Estate Mars Hill

St. Croix, VI 00840

#### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

#### **Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement- St. Croix
2019	Sustained Enforcement
2019	Occupant Protection Management

#### Funding sources

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
No records found.					

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.3.1.2 Planned Activity: Occupant Protection Enforcement

**Planned activity name** Occupant Protection Enforcement

**Planned activity number** 19-OPSTT-406

**Primary countermeasure strategy** Sustained Enforcement- St. Croix

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records**

**system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

**Enter intended subrecipients.**

### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

#### Countermeasure strategies in planned activities

<b>Fiscal Year</b>	<b>Countermeasure Strategy Name</b>
2019	Short-term, High Visibility Seat Belt Law Enforcement
2019	Occupant Protection Management

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
No records found.					

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.3.2 Countermeasure Strategy: Sustained Enforcement

**Program area** Occupant Protection (Adult and Child Passenger Safety)

**Countermeasure strategy** Sustained Enforcement

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

Yes

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an**

**impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Countermeasure strategy description**

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

To increase restraint compliance, the Virgin Islands Police Department Traffic Bureau will perform 51 days of high-visibility seatbelt enforcement during National Mobilizations and Local Mobilization Periods, to include Click It or Ticket and Child Passenger Safety Week, at various locations in the St. Croix District.

During these National Mobilizations and Local Enforcement Periods, officers will conduct high visibility enforcement on heavily traversed roadways in the Territory. Enforcement will also be conducted prior to and after school hours to enforce child passenger safety.

Enforcement will be conducted during all NHTSA required national mobilizations and local enforcement will be conducted on selected roadways during local festivities. These traffic enforcement patrols will be conducted on our roadways in a concerted effort to promote and enforce seat belt use with the ultimate goal of saving lives in the District.

Due to the small size of the island and limited thoroughfares, checkpoints will be utilized in combination with saturation patrols. When a checkpoint goes up on one thoroughfare, a saturation patrol and/or secondary checkpoint will be used on the corresponding thoroughfare that the public would logically use to avoid the checkpoint and still access their destination. Quite often, traffic patterns change drastically when a checkpoint is started due to social media and island culture.

With the assistance of the Office of Highway Safety, we will also conduct Public Service Announcements via radio, television and printed media to inform the public about the seatbelt law and the importance of wearing seatbelt while operating a vehicle.

The office will utilize funding obtained from this project through Section 402 Highway Safety funds to reduce deaths and injuries on the highways for projects to achieve individual targets that collectively will make progress towards national goals.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

To increase driver and passenger usage by two percent (2%) by September 30, 2019, the Traffic Division will:

- Conduct 51 high-visibility checkpoints in conjunction with saturation patrols on selected roadways between the hours of 6:00 am and 6:00 pm during planned local and national mobilizations. (One checkpoint / saturation patrol is scheduled for every day of the planned mobilizations. 51 days of mobilizations = 51 checkpoints/saturation patrols)
- Cite motorists in violation

Facilitate community engagement through public information announcements, brochures, radio talk shows, and community event participation.

- Attend forums and discussions geared towards seatbelt and child safety seat usage.
- Distribute Traffic Safety brochures during enforcement initiatives, public events, and sustained enforcement.
- Partner with VIPD to conduct Traffic Safety public service announcements through media outlets during National Campaigns and Holidays.
- Attend radio talk shows to discuss proper driving rules and regulations relating to reversing, stopping at stop signs, traffic signals and following distances.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

# Budget Summary

## Exhibit I

Category	Personnel: Overtime	Fringe Benefits: FICA@ 7.65%	Supplies/ Maintenance	Equipment	Other Services	Indirect Cost@ 16.79%
Amounts	\$127,500.00	\$9,753.75				\$23,044.90
<b>Total Budget</b>						<b>\$160,298.65</b>

## Personnel

### Exhibit II

Position Title	Hourly Wage (Estimated)	Total Hours	Total Cost
Police Officers (8)	\$55.00	51 Initiatives x 4 hours x 9 Officers= 1,836 hours	\$100,980.00
Police Supervisors	\$65.00	51 Initiatives x 4 hours x 2 Supervisors= 408 hours	\$26,520.00

**Fringe Benefits (FICA) @ 7.65% (of total personnel costs) = \$9,753.75**

**Grand Total (Personnel plus Fringe) \$137,253.75**



## Schedule A

### Justification of Personnel

There will be police officers working these initiatives. The average hourly overtime pay is \$55.00 per hour for Police Officers and \$65.00 per hour for police supervisor. All grant funds will be used for enforcement.

As a countermeasure to violations, officers will conduct check points and/or saturation patrols between the hours of 6:00 am and 6:00 pm during the below listed mobilization periods.

Description of Initiatives	Dates	No. # Of Days
Local Seatbelt Enforcement	February 10-15, 2019	5 Days
Local Seatbelt Enforcement	March 20-25, 2019	5 Days
Local Seatbelt Enforcement	April 1-5, 2019	5 Days
National <u>Click it or Ticket</u> Mobilization	Between the dates of May 11- June 6, 2019	16 Days
Local Seatbelt Enforcement	July 15-23, 2019	9 Days
Local Seatbelt Enforcement	August 10-15, 2019	5 Days
<u>Child Passenger Safety Week</u>	September 20-26, 2019	6 Day

#### Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

## Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-OPSTX-406	Occupant Protection Enforcement	Sustained Enforcement- St. Croix

### 5.3.3 Countermeasure Strategy: Occupant Protection Management

**Program area** Occupant Protection (Child Passenger Safety)

**Countermeasure strategy** Occupant Protection Management

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's**

**unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

Yes

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its

**program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

**Planned activities in countermeasure strategy**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-OPSTX-406	Occupant Protection Enforcement	Sustained Enforcement- St. Croix
19-OPSTT-406	Occupant Protection Enforcement	Sustained Enforcement- St. Croix
19-OPMAN-402	Occupant Protection Management	

### 5.3.3.1 Planned Activity: Occupant Protection Management

**Planned activity name**                      Occupant Protection Management

**Planned activity number**                19-OPMAN-402

**Primary countermeasure strategy**

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

To conduct 9 site visits together with 9 telephone monitoring to sub-granted programs throughout the Territory to ensure their compliance with federal mandates by September 30, 2019.

- Provide technical assistance to the sub-grantees.
- Ensure appropriate documentation is followed by spot checking and comparing ledger information and actual citations.
- Prepare documentation establishing clear improvement goals for upcoming site visits.
- Write follow up letters establishing improvement goals.
- Discuss issues at Commanders Call outlining mobilization achievements, improvements and corrective actions.
- Disseminate schedules to all police commanders.
- Prepare press releases and reports of any unrestrained activities.

To convene with the Virgin Islands Occupant Protection Task Force (VIOPTF) to meet at least 5 times a year to explore innovative traffic management methods using community involvement to reduce traffic fatalities and injuries by increasing occupant restraint usage by September 30, 2019.

- Conduct bi- monthly meetings with members of the VIOPTF.
- Review Occupant Protection Program data on monthly, to ensure that enforcement activities, and sub-grantee objectives are data-driven to encourage possible program expansion.
- Prepare minutes and distribute to all members.
- Collaborate with agencies and non-profits groups with the development of project proposals.
- Review proposals presented to VIOPTF

To attend Traffic Safety Institute training and other Occupant Protection related training that would enhance the overall job performance of the Occupant Protection coordinator during FY 2019.

- Prepare documentations for travel.
- Complete registrations for conferences and/or trainings.
- Participate in trainings or conferences that issue certificates and/or certifications.

-

## Enter intended subrecipients.

## Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Occupant Protection Management

## Funding sources

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding**

amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
No records found.					

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.3.4 Countermeasure Strategy: Child Restraint System Inspection Station(s)

**Program area** Occupant Protection (Child Passenger Safety)

**Countermeasure strategy** Child Restraint System Inspection Station(s)

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies**

**and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

Yes

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**



No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

### Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

In order to achieve the maximized restraint use, the program will increase the amount of certified technicians and instructors in the territory by hosting NHTSA National Child Passenger Safety Certification training and successfully train 30 persons territory wide as technicians and one (1) person as instructor by September 30, 2019. We will also conduct educational workshops and presentations impacting at least 20 persons per session, and at least three educational safety presentations impacting 20 students in each session.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Motor vehicle injuries are a leading cause of death among children in the United States. In the event of a crash, seat belt and car restraints are highly effective in preventing serious injuries and death when used properly. Though child passenger restraint usage has increased and primary seat belt laws remain a more effective strategy than secondary enforcement laws in getting motor vehicle occupants to wear their seat belts, there are still certain situations for which parents find it acceptable to leave their children unrestrained. Even with widespread media and enforcement efforts to cite violators of this deadly practice, there is still a number of children traveling unrestrained because parents and caregivers are not adhering to these laws and many are still uneducated about child passenger safety and its importance.

Based on the 2015 Occupant Protection Assessment, a major concern cited was the territory not having enough certified technicians or instructors. The Child Passenger Safety Program currently consists of 19 nationally certified Child Passenger Safety technicians (CPST) and 1 lead instructor, from 21 in 2015 and two lead instructor.

In 2017, the Virgin Islands issued six hundred and seventy-one(671) seat belt and thirty- three (33) car restraint citations in the territory, with the greatest amounts issued during the months of May – July. In that same year, there were 4 fatalities as a result of being unrestrained. This has consequences for targeted child passenger safety efforts designed to maximize consistent restraint use. Education and training is an essential tool to ensure that parents and care.

## Evidence of effectiveness

### Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

With additional certification training and available technicians, the Virgin Islands Occupant Protection program will be able to cover a greater area of the population. There will also be additional technicians at fitting stations and community check up events to educate parents and caregivers about the importance of restraint use.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
No records found.		

## 5.4 Program Area: Communications (Media)

**Program area type** Communications (Media)

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

## Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

## Impaired Driving Media Campaign

### Project Strategies

Impaired driving prevention messages will be conveyed through mediums such as radio, television advertisements, public service announcements and banners located throughout the Territory. General project strategies, will handle funds for advertising productions, maintenance, updating and optimization of digital platforms, paid media plans, communications consultant, media monitoring, news recording and broadcasting and photography and videography services, among others.

The countermeasure was selected with the purpose of continuing the Virgin Islands Office of Highway Safety (VIOHS) mission to reduce alcohol impaired driving crashes, serious injuries and fatalities, the Program Coordinator will provide education to the dangers and consequences of driving under the influence. Develop and distribute consistent public information messages to increase public awareness of the law and dangers of impaired driving and provide information to ensure safety. As a deterrent and prevention countermeasure, alcohol impaired driving enforcement efforts will be executed by the Virgin Islands Police Department (VIPD) during high alcohol consumption periods year-round through awareness media campaigns based on target audience, market island level and frequency of message exposure.

The funds allocated in this planned activity will be used to develop and local media campaigns to coincide with the national Drive Sober or Get Pulled Over campaign throughout Fiscal Year 2019. The following media formats will be considered for reaching target audiences in the community. Media markets that serve areas where there are a high number of alcohol related crashes will be targeted.

This strategy was taken from "*NHTSA: Countermeasures That Work*" 5.2 *Mass-media Campaigns Countermeasure*. 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 change in State's DWI laws or a checkpoint or other highly visible enforcement program. Others promote specific behaviors such as 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).

## Performance measures

**Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.**

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of Traffic Fatalities	5 Year	2019	10.0
2019	C-2) Number of serious injuries in Traffic Crashes	5 Year	2019	15.0
2019	C-5) Number of Alcohol Impaired Driving Fatalities	5 Year	2019	1.0
2019	C-9) Number of Drivers Age 20 or Younger Fatalities	5 Year	2019	0.0
2019	A-2) Number of DUI Arrests Made During Grant Funding Enforcement	5 Year	2019	20.0

## Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.**

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
-------------	------------------------------

2019	Mass Media Campaign
------	---------------------

### 5.4.1 Countermeasure Strategy: Mass Media Campaign

Program area                      Communications (Media)

Countermeasure strategy    Mass Media Campaign

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

## Impaired Driving Media Campaign

### Project Strategies

With the purpose of continuing the Virgin Islands Office of Highway Safety (VIOHS) mission to reduce alcohol impaired driving crashes, serious injuries and fatalities, the Program Coordinator will provide education to the dangers and consequences of driving under the influence. Develop and distribute consistent public information messages to increase public awareness of the law and dangers of impaired driving and provide information to ensure safety.

Impaired driving prevention messages will be conveyed through mediums such as radio, television advertisements, public service announcements and banners located throughout the Territory. General project strategies, will handle funds for advertising productions, maintenance, updating and optimization of digital platforms, paid media plans, communications consultant, media monitoring, news recording and broadcasting and photography and videography services, among others.

**Project Title:** Impaired Driving Media Campaign

**Project Number:** 19-IDMC-402

**Funding Source:** FAST Act NHTSA 402

**MOE Amount:** \$0.00

**Indirect Cost:** 13.12%

**Description:** Alcohol impairment is measured by the amount of alcohol in the blood or blood alcohol concentration (BAC) and is one (1) of the traffic issues in the Virgin Islands. A driver is considered legally impaired when their BAC is zero point zero eight (0.08) percent or higher. As the BAC increases, the effects are indicated by a decline in visual and multi-tasking functions, reduced concentration, impaired perception, and an inability to respond quickly to emergencies. Impaired Driving under the influence of alcohol, legal or over the counter prescriptions, or illegal drugs, results in a complex social issue that involves multiple areas of the criminal justice, health care, and education systems. Marijuana has recently been decriminalized within the Territory, and brings another potential component of impaired driving. To date, there hasn't been any real data collected on the effects of marijuana as it relates to the impairment of driving. However, data shows that the frequency of impaired driving crashes is the highest between the hours of midnight and 2 a.m., and on weekends fatalities based on the crash locations and crash volume extracted from Report Beam.

This strategy was taken from "*NHTSA: Countermeasures That Work*" 5.2 Mass-media Campaigns

*Countermeasure.* 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 change in State's DWI laws or a checkpoint or other highly visible enforcement program. Others promote specific behaviors such as 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).

As a deterrent and prevention countermeasure, alcohol impaired driving enforcement efforts will be executed by the Virgin Islands Police Department (VIPD) during high alcohol consumption periods year-round through awareness media campaigns based on target audience, market island level and frequency of message exposure.

Cost for this project will include the following;

- Advertisements
- Banners
- Program Activities
- Public Service Announcements
- Training Materials/Supplies such as educational brochures

**Indirect Cost: \$10,496.00**

**Total: \$90,496.00**

### **Impaired Driving Media Campaign**

<b>Project Number</b>	<b>Agency</b>	<b>Amount</b>	<b>Source</b>
19-IDMC-402	VIPD	\$90,496.00	402



**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

## **Impaired Driving Media Campaign**

### **Project Strategies**

With the purpose of continuing the Virgin Islands Office of Highway Safety (VIOHS) mission to reduce alcohol impaired driving crashes, serious injuries and fatalities, the Program Coordinator will provide education to the dangers and consequences of driving under the influence. Develop and distribute consistent public information messages to increase public awareness of the law and dangers of impaired driving and provide information to ensure safety.

Impaired driving prevention messages will be conveyed through mediums such as radio, television advertisements, public service announcements and banners located throughout the Territory. General project strategies, will handle funds for advertising productions, maintenance, updating and optimization of digital platforms, paid media plans, communications consultant, media monitoring, news recording and broadcasting and photography and videography services, among others.

**Description:** Alcohol impairment is measured by the amount of alcohol in the blood or blood alcohol concentration (BAC) and is one (1) of the traffic issues in the Virgin Islands. A driver is considered legally impaired when their BAC is zero point zero eight (0.08) percent or higher. As the BAC increases, the effects are indicated by a decline in visual and multi-tasking functions, reduced concentration, impaired perception, and an inability to respond quickly to emergencies. Impaired Driving under the influence of alcohol, legal or over the counter prescriptions, or illegal drugs, results in a complex social issue that involves multiple areas of the criminal justice, health care, and education systems. Marijuana has recently been decriminalized within the Territory, and brings another potential component of impaired driving. To date, there hasn't been any real data collected on the effects of marijuana as it relates to the impairment of driving. However, data shows that the frequency of impaired driving crashes is the highest between the hours of midnight and 2 a.m., and on weekends fatalities based on the crash locations and crash volume extracted from Report Beam.

This strategy was taken from "*NHTSA: Countermeasures That Work*" 5.2 *Mass-media Campaigns Countermeasure*. 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 change in State's DWI laws or a checkpoint or other highly visible enforcement program. Others promote specific behaviors such as 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).

As a deterrent and prevention countermeasure, alcohol impaired driving enforcement efforts will be executed by the Virgin Islands Police Department (VIPD) during high alcohol consumption periods year-round through awareness media campaigns based on target audience, market island level and frequency of message exposure.

Cost for this project will include the following;

- Advertisements
- Banners
- Program Activities
- Public Service Announcements
- Training Materials/Supplies such as educational brochures

**Indirect Cost: \$90,496.00**

### **Impaired Driving Media Campaign**

<b>Project Number</b>	<b>Agency</b>	<b>Amount</b>	<b>Source</b>
19-IDMC-402	VIPD	\$90,496.00	402
<b>Total</b>			<b>\$90,496.00</b>

### **Evidence of effectiveness**

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

### **Impaired Driving Media Campaign**

Most mass media campaigns are not evaluated. Elder et al. (2004) studied the few available high-quality evaluations. The funds allocated in this planned activity will be used to develop and local media campaigns to coincide with the national Drive Sober or Get Pulled Over campaign throughout Fiscal Year 2019. The following media formats will be considered for reaching target audiences: cable television, radio. Media markets that serve areas where there are a high number of alcohol related crashes will be targeted.

This countermeasure strategy campaigns being evaluated were 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 impaired-driving activities. These mass media campaigns were associated with thirteen percent (13%) reduction in alcohol-related crashes. Levy, Compton, and Dienstfrey (2004) documented the costs and media strategy of a high-quality national media campaign and its effects on driver knowledge and awareness.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-IDMC-402	Impaired Driving Media Campaign	Mass Media Campaign

#### 5.4.1.1 Planned Activity: Impaired Driving Media Campaign

**Planned activity name** Impaired Driving Media Campaign

**Planned activity number** 19-IDMC-402

**Primary countermeasure strategy** Mass Media Campaign

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for**

**child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Enter description of the planned activity.

### Impaired Driving Media Campaign

#### Project Strategies

With the purpose of continuing the Virgin Islands Office of Highway Safety (VIOHS) mission to reduce alcohol impaired driving crashes, serious injuries and fatalities, the Program Coordinator will provide education to the dangers and consequences of driving under the influence. Develop and distribute consistent public information messages to increase public awareness of the law and dangers of impaired driving and provide information to ensure safety.

Impaired driving prevention messages will be conveyed through mediums such as radio, television advertisements, public service announcements and banners located throughout the Territory. General project strategies, will handle funds for advertising productions, maintenance, updating and optimization of digital platforms, paid media plans, communications consultant, media monitoring, news recording and broadcasting and photography and videography services, among others.

**Description:** Alcohol impairment is measured by the amount of alcohol in the blood or blood alcohol concentration (BAC) and is one (1) of the traffic issues in the Virgin Islands. A driver is considered legally impaired when their BAC is zero point zero eight (0.08) percent or higher. As the BAC increases, the effects are indicated by a decline in visual and multi-tasking functions, reduced concentration, impaired perception, and an inability to respond quickly to emergencies. Impaired Driving under the influence of alcohol, legal or over the counter prescriptions, or illegal drugs, results in a complex social issue that involves multiple areas of the criminal justice, health care, and education systems. Marijuana has recently been decriminalized within the Territory, and brings another potential component of impaired driving. To date, there hasn't been any real data collected on the effects of marijuana as it relates to the impairment of driving. However, data shows that the frequency of impaired driving crashes is the highest between the hours of midnight and 2 a.m., and on weekends fatalities based on the crash locations and crash volume extracted from Report Beam.

This strategy was taken from "*NHTSA: Countermeasures That Work*" 5.2 *Mass-media Campaigns Countermeasure*. 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 change in State's DWI laws or a checkpoint or other highly visible enforcement program. Others promote specific behaviors such as 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).

As a deterrent and prevention countermeasure, alcohol impaired driving enforcement efforts will be executed by the Virgin Islands Police Department (VIPD) during high alcohol consumption periods year-round through awareness media campaigns based on target audience, market island level and frequency of message exposure.

**Enter intended subrecipients.**

## Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Mass Media Campaign

## Funding sources

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Alcohol (FAST)	\$90,946.00		

## Major purchases and dispositions

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.5 Program Area: Distracted Driving

**Program area type** Distracted Driving

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

### Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

**Project Title:** Law Enforcement Liaison

**Project Number:** 19-PTSIEA-402

**Description:** The Law Enforcement Liaison (LEL) Program is designed to enhance the relationship between the highway safety office, law enforcement community and other pertinent partners. LEL makes a difference when working with law enforcement agencies. These are recognized by NHTSA as effective resources. LELs are trained to detect and correct problems quickly, and improve police traffic services. Retired ranking officers will serve as experts in police and enforcement matters to guide PRTSC in the decision making process regarding enforcement. Primary responsibilities of the LEL include: serving as the liaison between the law enforcement community, key partners and the PRTSC, encouraging more law enforcement participation in HVE campaigns, assisting with mini grant applications, encouraging use of proven countermeasures and evaluation measures, etc. Project will fund contractual services, trainings and training materials, etc. This strategy is based on NHTSA's Uniform Guidelines, Guideline # 15, Chapter VI. Training and Chapter VII. Evaluation.

**Budget:** \$50,000.00

**Law Enforcement Liaison**

<b>Project Number</b>	<b>Agency</b>	<b>Amount</b>	<b>Source</b>
19-PTSIEA-402	VIPD	\$50,000.00	402
<b>Total</b>		<b>\$50,000.00</b>	

**Project Title:** Police Traffic Services Equipment

**Project Number:** 19-PTSE-402

**Funding Source:** 402

**MOE Amount:** Will be determined at a later date. The VIOHS will inform the NHTSA Region 2 Office when this amount is received.

**Indirect Cost Rate:** 16.79% (Subject to change based on the VI Office of Management and Budget)

**Description:** Based on the supporting research regarding evidence-based enforcement strategies to reduce aggressive driving and speeding, taken from 3-1 to 3-5; High Visibility Enforcement, pp. 3-25 to 3-28; Other Enforcement Methods, pp. 4-11 to 4-13; Cell Phone and Text Messaging Laws, pp. 8-36 and 8-37 in NHTSA: Countermeasures That Work, 8th Edition, 2015. The VIOHS will use the Police Traffic Services Program to provide resources for the VIPD to address traffic safety issues in the respective districts.

VIOHS will provide funds for equipment to enhance speeding enforcement efforts, to include all the items previously mentioned. With the VIPD's commitment to continue to fund these positions under the General Fund allotment, the provision of the equipment will help to supply the Unit with all that is needed to become fully function.



This makes the budget for this fiscal year on this project higher than mobilization budget. Equipment above will be used throughout all the forth-coming Police Traffic Services enforcement activities.

**Budget: \$726,000.00**

### **Police Traffic Services Equipment**

<b>Project Number</b>	<b>Agency</b>	<b>Amount</b>	<b>Source</b>
19-PTSAI-402	VIPD	\$726,000.00	402
<b>Total</b>		<b>\$726,000.00</b>	

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**Project Title:** Police Traffic Services Inclusive Enforcement Activities

**Project Number:** 19-PTSIEA-402

**Funding Source:** 402

**MOE Amount:** Will be determined at a later date. The VIOHS will inform the NHTSA Region 2

Office when this amount is received.

**Indirect Cost Rate:** 16.79% (Subject to change based on the VI Office of Management and Budget

**Description:** Based on the supporting research regarding evidence-based enforcement strategies to reduce aggressive driving and speeding, taken from 3-1 to 3-5; High Visibility Enforcement, pp. 3-25 to 3-28; Other Enforcement Methods, pp. 4-11 to 4-13; Cell Phone and Text Messaging Laws, pp. 8-36 and 8-37 in NHTSA: Countermeasures That Work, 8th Edition, 2015.

During FY 2018, VIOHS Overtime hours to participate in local mobilizations will be funded for the V.I. Police Department. Enforcement activities will be for eight (8) officers and two (2) supervisors. Budget for VIPD St. Croix and St. Thomas/St. John District respectively overtime hours will be \$110,000.00. Due to the small size of the island and limited thoroughfares, multiple checkpoints will be utilized in combination with saturation patrols. When a checkpoint goes up on one thoroughfare, a saturation patrol and/or secondary checkpoint will be used on the corresponding thoroughfare that the public would logically use to avoid the checkpoint and still access their destination. Quite often, traffic patterns change drastically when a checkpoint is started due to social media and island culture.

Checkpoints and saturation patrols will be used to deter and detect impaired drivers in the St. Croix and St. Thomas/St. John District respectively.

### **Police Traffic Services Inclusive Enforcement Activities**

<b>Project Number</b>	<b>Agency</b>	<b>Amount</b>	<b>Source</b>
19-PTSIEA-402	VIPD	\$180,000.00	402

**Total****\$180,000.00**

## Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
No records found.				

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
No records found.	

No Countermeasures selected for the Program Area

## 5.6 Program Area: Police Traffic Services

**Program area type** Police Traffic Services

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to**

address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

## Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

## Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
No records found.				

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
No records found.	

No Countermeasures selected for the Program Area

## 5.7 Program Area: Planning & Administration

Program area type Planning & Administration

Will countermeasure strategies and planned activities be described in this plan to address the program area?

No

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

## Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

### Program Narrative

In accordance with the Highway Safety Act of 1966, the Virgin Islands established what is known as the Virgin Islands Office of Highway Safety (VIOHS) to assist in the reduction of traffic crashes, injuries and fatalities throughout the territory. VIOHS, pursuant to the approval of the Virgin Islands Senate, is a division within the Virgin Islands Police Department responsible for developing and implementing, on behalf of the Governor, the Virgin Islands Highway Safety program. The VIOHS programs are supported by the National Highway Traffic Safety Administration formula and incentive funds as well as local funds.

The VIOHS provides leadership, coordination, and administration of the state's highway safety programs. With an Administrator to conduct its day-to-day supervision of staff, coordinators and programs, the goal of the VIOHS is to save lives and prevent injuries by reducing the number and severity of motor-vehicle crashes through a comprehensive and effective network of traffic safety programs. Thus, by working collaboratively with its partners and sub grantees, the goal will be to continue to improve safety and dramatically reduce highway fatalities across the territory.

The mission of the Office of Highway Safety is the safe passage of all roadway users in the Virgin Islands as the territory moves towards zero fatalities. To achieve our mission the Virgin Islands promotes territory traffic safety programs through educational and enforcement activities as well as behavior modification. The Office of Highway safety will administer and coordinate funding for the three districts, St. Croix, St. Thomas and St. John.

It is the goal of the Planning and Administration program to provide the management supervision and support services for the activities necessary to operate the traffic safety

program in the Territory of the United States Virgin Islands and to propose traffic safety legislation aimed at increasing awareness of the dangers of "risky" traffic safety behaviors, thereby reducing fatalities and increasing seat belt usage.

### **Problem Statement**

During the past years, the VIOHS has experienced a variety of challenges. We have found room for improvement in the following areas: recruiting more sub grantees ensuring more community involvement in our mission and goals; planning and coordination of occupant protection clinics; additional programs that assist in behavioral alcohol interventions for recidivist; the implementation of programs to reduce vehicle crashes and fatalities; and program monitoring and evaluation.

The VIOHS has finalized the updated policies and procedures manual; continue to increase and strengthen monitoring activities of management and sub-granted programs; increased training for the edification of staff and the augmentation of effective strategies of developing and delivering projects; establishing annual grant proposal deadlines, and scrutiny of sub-grantees projects by tying performance progress reports to the reimbursements of claims; amongst other improvement strategies for the VIOHS.

As the VIOHS continues to strive to meet the new FAST ACT requirements for Fiscal Year (FY) 2019, data needs to be looked at more in depth and analyzed on a frequent basis. As such, the VIOHS program coordinators will be responsible for developing and identifying evidence-based strategies to achieve the performance targets established for the annual HSP. This includes reviewing data and researching resources as well as developing and monitoring grants to accomplish technical details and analyzing and synthesizing statistics and research from traffic crash records, law enforcement activities, and traffic safety programs for use in planning and implementation. This will ensure that the Territory is using its funds for data driven programs to generate results.

### **Program Description**

The Planning and Administration project entails the management of Federal Highway safety funds (§.402, §405, §405b, §405c, §406 and §408), local funds (non-matching), distribution of these funds to sub grantee agencies, preparation of the annual Highway Safety Plan and Highway Safety Plan Evaluation. The process of planning and administrating the goals and objectives of the Highway Safety Office is continuous in the following manner:

- ○ Developing performance goals in a joint effort with coordinators and sub

- grantees and selecting attainable measures;
- o Establishing clearly defined and articulated problems;
- o Collaborating with partners – local or regional;
- o In a concerted effort, Identifying, prioritizing and selecting programs and projects;
- o Collaborating in the articulation of objectives related to goals upon request;
- o Evaluating results and adjusting problem statements;

The success of this project requires the commitment of the staff in its entirety as a dedicated team to ensure that the traffic safety programs run efficiently and an Administrator that empowers employees to conduct successful, traffic safety programs which are directed towards saving lives and preventing injuries via the reduction of the number and severity of motor vehicle crashes.

The Federal Highway Safety funds are distributed according to data-driven justification and collaboration with many partners such as NHTSA, which makes regular inputs for consideration, and the Federal Motor Carrier Safety Administration (FMSCA), which gives ideas on a regular basis. Moreover, the Office of Highway Safety will continue to coordinate with local law enforcement in the safety of our Virgin Islands' community.

Therefore, the goal continues to be to increase safety and reduce highway crashes, injuries and fatalities across the Territory.

### Planned Activities in the Planning & Administration

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-PA-402	Planning and Administration	Highway Safety Office Program Management

#### 5.7.1 Planned Activity: Planning and Administration

**Planned activity name** Planning and Administration

**Planned activity number** 19-PA-402

**Primary countermeasure strategy** Highway Safety Office Program Management

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for**



**child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

### **Program Description**

The Planning and Administration project entails the management of Federal Highway safety funds (§.402, §405, §405b, §405c, §406 and §408), local funds (non-matching),

distribution of these funds to sub grantee agencies, preparation of the annual Highway Safety Plan and Highway Safety Plan Evaluation. The process of planning and administrating the goals and objectives of the Highway Safety Office is continuous in the following manner:

- - Developing performance goals in a joint effort with coordinators and sub grantees and selecting attainable measures;
  - Establishing clearly defined and articulated problems;
  - Collaborating with partners – local or regional;
  - In a concerted effort, Identifying, prioritizing and selecting programs and projects;
  - Collaborating in the articulation of objectives related to goals upon request;
  - Evaluating results and adjusting problem statements;

The success of this project requires the commitment of the staff in its entirety as a dedicated team to ensure that the traffic safety programs run efficiently and an Administrator that empowers employees to conduct successful, traffic safety programs which are directed towards saving lives and preventing injuries via the reduction of the number and severity of motor vehicle crashes.

The Federal Highway Safety funds are distributed according to data-driven justification and collaboration with many partners such as NHTSA, which makes regular inputs for consideration, and the Federal Motor Carrier Safety Administration (FMSCA), which gives ideas on a regular basis. Moreover, the Office of Highway Safety will continue to coordinate with local law enforcement in the safety of our Virgin Islands' community.

Therefore, the goal continues to be to increase safety and reduce highway crashes, injuries and fatalities across the Territory.

**Enter intended subrecipients.**

***Project Title:*** Planning and Administration

***Project Number:*** 19-PA-402

***Funding Source:*** 402

***MOE Amount:*** To be determined. The VIOHS will inform the NHTSA Region 2 Office when this amount is received.

**Indirect Cost Rate:** 13.12% (Subject to change based on the Virgin Islands Office of Management and Budget.

### **Personnel and Fringe Benefits:**

**Director** position directs the design, implantation, monitoring, and evolution of all federal programs under the Office of Highway Safety and the completion of the Highway Safety Plan. Sixty-five (65%) percent of the director's time will be dedicated to NHTSA mandates.

**Fiscal Officer** serves as the accounting technical support for the Fiscal Section, which handles all aspect of the Federal grant programs within the VI Office of highway Safety to include grant budgets, supervision of purchasing and accounting functions, coordination with central accounting processes financial voucher requests for the VIOHS grant programs.

### **Professional Services/Contractual Services:**

**Public information officers (PIO)** will gather facts and distribute them to the media. They produce printed and video material about VIOHS for dissemination to the public. The public information officer will also be responsible for organizing special events such as news conferences.

**Data Analyst** will conduct research, analysis, and evaluation of traffic safety data and information for the VIOHS which includes preparing the annual highway safety plan, developing objectives and evaluation frameworks for statewide highway safety programs, and reporting on program related research and statistics. Moreover, the individual will assist the VIOHS Director in the coordination of the development and completion of the annual Highway Safety Plan (HSP); evaluate the effectiveness of traffic safety programs and make recommendations for their improvement; and provide research, data, and planning support for traffic safety programs.

## Operating Expenses:

**Travel/Training** is needed for professional growth and knowledge to ensure program efficiency continues to be at the forefront.

**Office Supplies** are needed to carry out the mission and vision of the Planning and Administration program. Supplies include printer ink, copy paper, gas coupons, cleaning supplies, and other necessary supplies.

**Equipment** – Laptops necessary to carry out day to day activities by the Fiscal Officer and Director.

**Rent and Telephone** – Seventy-five (75%) percent of the overhead annual cost for the daily operation of the Office of Highway Safety.

## Planning and Administration

Project Number	Agency	Amount	Source
19-PA-402	VIPD	\$330,000.00	402
<b>Total</b>		\$330,000.00	

## Budget Summary:

Personnel	\$92,327.60
Fringe	\$39,044.22
Equipment	\$5,275.67
Supplies	\$8,000.00
Professional Services	\$50,000.00

Travel	\$40,000.00
Rent	\$35,190.00
Telephone	\$22,500.00
Indirect Cost (13.12%)	\$37,662.51
Total	\$330,000.00

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	NHTSA 402	Planning and Administration	\$330,000.00		

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

Planned activities in the TSEP:

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-IDESTX-402	Impaired Driving Overtime Enforcement (St. Croix)	High Visibility Saturation Patrols
19-IDESTTJ-402	Impaired Driving Overtime Enforcement (St. Thomas/St. John)	DWI Offender Monitoring
19-OPSTX-406	Occupant Protection Enforcement	Sustained Enforcement- St. Croix
19-TRM-405c	Traffic Records Management	Traffic Records Highway Safety Office Program Management
19-ECITE-408	E-Citation Project	Traffic Records Highway Safety Office Program Management
19-GIS-408	Geocoding and Geolocation Project	Traffic Records Highway Safety Office Program Management

## Analysis

**Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.**

### Program Overview

Alcohol impairment is measured by the amount of alcohol in the blood or blood alcohol concentration (BAC) and is one (1) of the traffic issues in the Virgin Islands. A driver is considered legally impaired when their BAC is zero point zero eight (0.08) percent or higher. As the BAC increases, the effects are indicated by a decline in visual and multi-tasking functions, reduced concentration, impaired perception, and an inability to respond quickly to emergencies. Impaired Driving under the influence of alcohol, legal or over the counter prescriptions, or illegal drugs, results in a complex social issue that involves multiple areas of the criminal justice, health care, and education systems. Marijuana has recently been decriminalized within the Territory, and brings another potential component of impaired driving. To date, there hasn't been any real data collected on the effects of marijuana as it relates to the impairment of driving.

However, data shows that the frequency of impaired driving crashes is the highest between the hours of midnight and 2 a.m., and on weekends fatalities based on the crash locations and crash volume extracted from Report Beam.

During Fiscal Year (FY) 2017, there were a total of five thousand and eighty-three (5,083) crashes Territory-wide.

With one thousand four hundred ninety-two (1,492) crashes within the St. Croix District with thirty-six (36) of those were attributed to impaired driving. And three thousand two hundred and eighty-nine (3,289) crashes in the St. Thomas District and thirty-four (34) in the St. John District with thirty-three (33) attributed to impaired driving with an overall of one (1) fatality related to impaired driving. When compared to Fiscal Year 2016, there were six (6) traffic fatalities within the District with two (2) of those fatalities correlated to impaired driving.

Impaired Driving Territorial enforcement generated seventy-one (71) DUI arrests with fifty-five (55) in the St. Croix District and sixteen (16) non-granted funded DUI arrests in the St. Thomas/St. John District during Fiscal Year 2017, which is twenty-four-point five six percent (24.56%) increase from fifty-seven (57) in Fiscal Year 2016. Community events held within the Territory that has alcohol consumption generated the impaired driving arrests that occur within the St. Croix District FY 2017 is as follows:

- Thirteen (13) arrests account for twenty-six percent (26%) of the total occurred during December and January. The annual St. Croix Festival occurs during this time and the revelers consume a large amount of alcohol at the festival events.
- Three (3) arrests account for six percent (6%) of the total transpired in February. During the annual Agriculture, Arts and Food Fair. The Agriculture Arts and Food Fair is the second largest in the Caribbean.
- Four (4) arrests account for eight percent (8%) of the total transpired during April during the celebration of the Dominican Republic Independence celebration along with Easter activities.
- Two (2) arrests account for four percent (4%) of the total were generated during June and July. The Virgin Island Food and Wine Experience is held at that time.

In Fiscal year 2017, the data from Report Beam reveals that a greater number crashes transpired between 6:00pm and 3:00am. In the St. Croix District, seventy-eight percent (78%) of the total crashes during that timeframe and twenty-four percent (24%) in the St. Thomas/St. John District and has been stagnant for the past five (5) years. The following high crash locations for Fiscal Year 2017 were obtained through Report Beam:

St. Croix District:

- Route 70 (23% of the total crashes)
- Northside Road (20% of total crashes)
- Queen Mary Highway (17% of total crashes)
- Melvin Evans Highway (14% of total crashes)
- Southside Road (12% of total crashes)
- East End Road (9% of crashes)

St. Thomas District:

- Route 30 (37% of total crashes)
- Route 32 (18% of total crashes)
- Route 38 (16% of total crashes)
- Donoe Road (4% of total crashes)
- Northside Road (7% of total crashes)

## St. John District

- North Shore Road
- Kings Hill Road

To determine crash volume by day of week as it relates to impaired driving by percentages is currently unable to evaluate data since the Territory does not have a crash reporting system to confirm this type of data and can be easily accessible.

Fiscal Year 2017 St. Croix Crash Volume by the day of week is as follows:

- Sunday -Eleven percent (11%)
- Monday- Fourteen percent (14%)
- Tuesday- Fifteen percent (15%)
- Wednesday- Fifteen percent (15%)
- Thursday- Twelve percent (12%)
- Friday- Seventeen percent (17%)
- Saturday- Sixteen percent (16%)

Fiscal Year 2017 St. Thomas/St. John Crash Volume by the day of week is as follows:

- Sunday -Eleven percent (11%)
- Monday- Sixteen percent (16%)
- Tuesday- Fifteen percent (15%)
- Wednesday- Fifteen percent (15%)
- Thursday- Fourteen percent (14%)
- Friday- Sixteen percent (16%)
- Saturday- Thirteen percent (13%)

The Virgin Islands Office of Highway Safety (VIOHS) distributed and evaluated four hundred and twenty-two (422) of the Attitude and Awareness survey to gather a general idea of what the motoring public thinks. The survey shows that drivers within the Territory self-report many violations in their driving behavior. Many admitted to violating the law in the areas surveyed (safety belt use, speeding, and impaired driving). For example, three hundred and sixty-eight (368 eighty-seven percent (87%) surveyors indicated they've driven a motor vehicle after drinking alcoholic beverages, which illustrates the community outlook on drinking while impaired

## Strategies to Reduce Impaired Driving

The Virgin Islands Police Department (VIPD) has an estimate of three hundred (300) sworn law enforcement officers, with a total of seventeen (17) officers assigned to the Traffic Division Territory-wide. With eight (8) officers in the St. Croix District and nine (9) officers in the St. Thomas/St. John District. Police officers assigned to the Traffic Division are trained in the Standardized Field Sobriety Test (SFST) to enforce impaired driving laws by detecting an impaired motorist.

Impaired driving fatalities since FY 2012 through FY 2017 have fluctuated; with FY 2012 reflecting four (4) fatalities to FY 2014 decreasing to zero (0) and rising back to two (2) in FY 2016 which decreased to one (1) casualty in FY2017. In FY 2019, planned training is anticipated to change VIPD's culture concerning impaired driving enforcement. The VIPD can benefit from having properly trained personnel that can identify and arrest impaired drivers. It is essential that law enforcement officers become comfortable identifying suspected offenders, requesting/administering field



sobriety tests, and articulating their findings.

Ever so often, when a law enforcement officer encounters a motorist who is suspected of driving impaired and given that the Standardized Field Sobriety Test (SFST) training which not accessible in the academy, an officer would the lack necessary knowledge as it pertains to the standardized divided attention. Divided attention tests consist of tasks that are relatively easy for most sober people to complete. Where a respectable number sober people can easily follow instructions while simultaneously performing a simple physical task. However, when you are impaired by alcohol or drugs, you typically are unable to perform said task that requires divided attention. Therefore, the defense bar as it relates to the VIPD should take advantage of these obstacles but the police officer's investigation is easily discredited. This usually results in cases being dismissed or adjudicated with substantially reduced penalties. Which bring about a manner at the patrol level that impaired driving arrests are not worth the effort due to lack of knowledge and training.

The General Fund is the basis for all government related expenditures adequate funding from the General Fund is a continuous problem for the VIPD. DUI traffic enforcement is a specialized field that requires specialized equipment for its overall effectiveness. Funding is vital to provide agencies with adequate tools and equipment for the enforcement of the law and saving countless lives in the process.

The basic strategies which are used to reduce impaired crashes while drinking and driving:

**Deterrence:** To enact, publicize and enforce/adjudicate laws prohibiting alcohol-impaired driving by punishing the offenders, so that residents would choose not to drive impaired.

**Prevention:** To reduce drinking and keep drinkers from driving.

**Communications and outreach:** inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable and

- Alcohol treatment: reduce alcohol dependency or addiction among drivers.
- Develop and distribute consistent public information messages to increase public awareness of the law and dangers of impaired driving and provide information to ensure safety.
- Conduct targeted high-visibility enforcement campaigns, such as DUI/Sobriety checkpoints, to reduce impaired driving.
- Increase risk perception by publicizing information about enforcement initiatives.
- Improve data collection and monitor impaired driving trends, especially when alcohol may be the contributing factors.
- Promote and support the treatment of impaired drivers.
- To combine high-visibility enforcement with increased public awareness of the dangers, costs and consequences of impaired driving, with emphasis on high-risk events within the Territory.
- Reduce repeat impaired driving behavior through targeted enforcement, effective and efficient prosecution, enhanced penalties for subsequent offenses and improved evaluation, intervention and treatment of substance abuse.
- Identify opportunities to prevent or counteract impaired driving through training of law enforcement and substance abuse treatment personnel with recognition of emerging trends and new best practices.
- Fund and support highway safety public media campaigns to run in conjunction with high-visibility statewide impaired mobilizations.

With the purpose of continuing the VIOHS mission to reduce alcohol impaired driving crashes, injuries and fatalities, the Impaired Driving Program dedicates substantial resources to fund;

- Overtime Impaired Driving Enforcement
- Purchase Equipment (Intoximeters, etc.)
- Training
- Prevention and Education Efforts

The VIOHS will fund these strategies to reduce alcohol impaired driving fatalities by increasing DUI arrests during high alcohol consumption periods (overtime enforcement). Also, through trainings that will enhance professional skills to identify, intervene, and prosecute drunk drivers, funding for equipment, and improving prevention and education efforts for drivers and public, among other activities. With an increase in impaired driving arrests observed within the last two (2) years, it is essential for intervention to occur to prevent recidivism. As such, through partnership, the VIOHS will fund intervention and treatment programs, such as St. Croix Mission Outreach.

Currently, there are no other classes or outpatient services on St. Croix for DUI offenders. St. Croix Mission Outreach is proposing to improve this situation by the implementation of a needs assessment to determine the offenders' level of care/treatment along with Risk Reduction and a three (3) month Out-patient Program in English and Spanish that will provide education of the dangers and consequences of driving under the influence. Offenders will also be provided with useful tools to assess their behavior during and after drinking and/or using other drugs; how to recognize early warning signs of problem drinking; to gain insight into social, problem and alcoholic drinking; and the use of other drug patterns.

The Impaired Driving Coordinator will have oversight and implementation of the program. With limited understanding of NHTSA and the best practices, it is of utmost importance that this individual attend course offered by the Transportation Safety Institute (TSI) to enhance performance.

#### Performance Goals

Reduce the five (5) year average number of fatalities involving drivers with a Blood Alcohol Content (BAC) of zero point zero eight (0.08) or greater to zero (0) by FY 2020.

- To conduct approximately fourteen (14) alcohol impaired driving mobilizations during FY 2019.
- To coordinate at least six (6) alcohol trainings for VIPD Staff in FY2019.
- To conduct approximately fourteen (14) alcohol impaired driving mobilizations during FY 2019.
- To coordinate/conduct at least one (1) training for prosecutors, officers, and analysts during FY 2019.
- To maintain public information and during high alcohol consumption periods.
- To decrease alcohol-impaired driving fatalities by fifty percent (50%) from the FY 2013 to FY 2017 five (5) year moving average of one (1) to zero (0) by December 31, 2019.

#### **Enter explanation of the deployment of resources based on the analysis performed.**

**Project Title:** Impaired Driving Overtime Enforcement (St. Thomas/St. John)

**Project Number:** 19-IDESTTJ-402

**Funding Source:** 402

**MOE Amount:** \$0.00.

**Indirect Cost Rate:** 13.12%

**Description:** Overtime hours to participate in Alcohol Impaired Driving National Crackdowns and mobilizations will be funded for the V.I. Police Department. Enforcement activities will be for eight (8) officers and two (2) supervisors. Budget for VIPD St. Thomas/St. John District overtime hours will be \$93,640.00. Participants will be allowed to participate for these activities based on the certified listing of participants that were successful in the SFST training completed in May 2016. Due to the small size of the island and limited thoroughfares, multiple checkpoints will be utilized in combination with saturation patrols. When a checkpoint goes up on one thoroughfare, a saturation patrol and/or secondary checkpoint will be used on the corresponding thoroughfare that the public would logically use to avoid the checkpoint and still access their destination. Quite often, traffic patterns change drastically when a checkpoint is started due to social media and island culture.

Checkpoints and saturation patrols will be used to deter and detect impaired drivers in the St. Thomas/St. John District. The patrols will be deployed as follows:

- During all NHTSA Mobilizations, which coincidentally correspond with the majority of local celebrations involving alcohol consumption (December, January, February, May, June, July, August, September).
- During the Dominican Republic Independence Celebration Period (April) and Agricultural, Arts, and Food Fair (February).
- Enforcement personnel will be deployed between the hours of 6:00 pm and 3:00 am every day of the defined mobilization period.
- Checkpoints and saturation patrols will be focused on the aforementioned roadways, which have the most traffic volume and highest concentration of crashes within the District.

The following law enforcement performance indicators will be tracked:

- Motorist contacts (traffic stops for saturation patrols/motorists encountered in checkpoints)
- Citations issued for all traffic offenses
- Impaired driving arrests

A recent challenge has been law enforcement participation and performance. To meet this challenge, the following action plan will be implemented:

- The St. Thomas/St. John District Traffic Commander and VIOHS will meet prior to each mobilization for planning purposes.
- Within one (1) week prior to the mobilization, the District Traffic Commander will

provide an operational plan, which will list the personnel that will be dedicated to the mobilization.

- VIOHS will review and insure that the budgeted positions are filled and resources are directed to problem areas identified by data.
- Any issues between the District Police Deployment and VIOHS will be brought to the attention of VIPD Commissioner for remediation.
- Monitoring checks of police deployment will be conducted by the VIPD Traffic Commander and VIOHS personnel.

Mobilizations are expected to run simultaneously in both Districts to be reflected as follows:

Period	Description of Initiatives
<b>December 28, 2018 – January 8, 2019 (11 days)</b>	Drive Sober or Get Pulled Over (National Initiative)
<b>February 3, 2019 (1day)</b>	Super Bowl 51: Fans Don't Let Fans Drive Drunk Initiative (National Initiative)
<b>February 14-19, 2019 (5 days)</b>	St. Croix Agriculture Fair: Stay Alive Don't Drink and Drive (Local Initiative)
<b>March 28, 2019 – April 1, 2019 (5 days)</b>	Stay Alive Don't Drink and Drive Easter Holiday & Dominican Republic Independence Celebration (Local Initiative)
<b>May 3-6, 2019 (4 days)</b>	Cinco de Mayo: Buzzed Driving is Drunk Driving (National & Local Initiative)
<b>June 29, 2019 – July 4, 2019 (5 days)</b>	Drive Sober or Get Pulled Over (National Initiative)
<b>August 29, 2019 – September 4, 2019 (7 days)</b>	Drive Sober or Get Pulled Over- Labor Day (National Initiative)

\*Subjected to approval from the NHTSA Region 2 Office.

Mobilization periods have been chosen by identifying very high alcohol consumption periods. This

strategy is based on NHTSA's Countermeasures That Work: Eighth Edition 2015 Section 2.1 *Publicized Sobriety Checkpoints*. This state "at a sobriety checkpoint, law enforcement officers stop vehicles at a predetermined location check whether the driver is impaired. They either stop 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 an ongoing sobriety checkpoint program. Fell, Lacey, and Voas (2004) provide an overview of checkpoint operations, use, effectiveness, and issues..."

Costs associated for this project are as follows:

<b>Position Title</b>	<b>Hourly Wage (Est.)</b>	<b>Total Hours</b>	<b>Total Cost</b>
<b>Police Officers (8)</b>	\$55.00	38 Initiatives X 4 Hours X 8 Officers = 1216 Hrs.	\$66,880.00
<b>Police Supervisors</b>	\$65.00	38 Initiatives X 4 Hours X 2 Supervisors = 304 Hrs.	\$19,760.00

**Fringe Benefits (FICA) @ 7.65%** (of total personnel costs) = **\$7,000.00** (rounded to nearest thousand)

**Total (Personnel Plus Fringe) \$93,640.00**

**Budget: \$110,000.00** (estimated)

**Grand Total: \$93,640.00**

### **Impaired Driving Overtime Enforcement**

<b>Project Number</b>	<b>Amount</b>	<b>Source</b>
19-IDESTX-402 VIPD	\$93,640.00	402
19-IDESTTJ-402 VIPD	\$93,640.00	402
<b>Total</b>	<b>\$187,280.00</b>	

**Enter description of how the State plans to monitor the effectiveness of enforcement**

**activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).**

## **Strategies to Reduce Impaired Driving**

The Virgin Islands Police Department (VIPD) has an estimate of three hundred (300) sworn law enforcement officers, with a total of seventeen (17) officers assigned to the Traffic Division Territory-wide. With eight (8) officers in the St. Croix District and nine (9) officers in the St. Thomas/St. John District. Police officers assigned to the Traffic Division are trained in the Standardized Field Sobriety Test (SFST) to enforce impaired driving laws by detecting an impaired motorist.

Impaired driving fatalities since FY 2012 through FY 2017 have fluctuated; with FY 2012 reflecting four (4) fatalities to FY 2014 decreasing to zero (0) and rising back to two (2) in FY 2016 which decreased to one (1) casualty in FY2017. In FY 2019, planned training is anticipated to change VIPD's culture concerning impaired driving enforcement. The VIPD can benefit from having properly trained personnel that can identify and arrest impaired drivers. It is essential that law enforcement officers become comfortable identifying suspected offenders, requesting/administering field sobriety tests, and articulating their findings.

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**Communications and outreach: inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable and**

**Alcohol treatment: reduce alcohol dependency or addiction among drivers.**

- Develop and distribute consistent public information messages to increase public awareness of the law and dangers of impaired driving and provide information to ensure safety.
- Conduct targeted high-visibility enforcement campaigns, such as DUI/Sobriety checkpoints, to reduce impaired driving.
- Increase risk perception by publicizing information about enforcement initiatives.
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St. Croix Mission Outreach is proposing to improve this situation by the implementation of a needs assessment to determine the offenders' level of care/treatment along with Risk Reduction and a three (3) month Out-patient Program in English and Spanish that will provide education of the dangers and consequences of driving under the influence. Offenders will also be provided with useful tools to assess their behavior during and after drinking and/or using other drugs; how to recognize early warning signs of problem drinking; to gain insight into social, problem and alcoholic drinking; and the use of other drug patterns.

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- To decrease alcohol-impaired driving fatalities by fifty percent (50%) from the FY 2013



to FY 2017 five (5) year moving average of one (1) to zero (0) by December 31, 2019.

## 7 High Visibility Enforcement

High-visibility enforcement (HVE) strategies

**Planned HVE strategies to support national mobilizations:**

**\*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
Sustained Enforcement- St. Croix
Sustained Enforcement
Publicized Sobriety Checkpoints
Occupant Protection Management
Occupant Protection Highway Safety Office Program Management
High Visibility Saturation Patrols

HVE activities

**Select specific HVE planned activities that demonstrate the State's support and participation in the National high-visibility law enforcement mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.**

**HVE Campaigns Selected**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-IDESTX-402	Impaired Driving Overtime Enforcement (St. Croix)	High Visibility Saturation Patrols
19-IDESTTJ-402	Impaired Driving Overtime Enforcement (St. Thomas/St. John)	DWI Offender Monitoring
19-OPSTX-406	Occupant Protection Enforcement	Sustained Enforcement- St. Croix

## 8 405(c) - State Traffic Safety Information System Improvement Grant

## Traffic records coordinating committee (TRCC)

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.

Meeting Date
2/26/2018
3/13/2018
6/25/2018
6/19/2018

### Enter the name and title of the State's Traffic Records Coordinator

Name of State's Traffic Records Coordinator: Khalifa Antoine

Title of State's Traffic Records Coordinator: Traffic Records Coordinator

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.

### *Traffic Records Coordinating Committee:*

<i>Name</i>	<i>Title</i>	<i>Home Organization</i>	<i>Core Safety Database Represented</i>
<i>Khalifa Antoine</i>	Traffic Records Coordinator	Virgin Islands Office of Highway Safety	<b>Roadway</b>
<i>Kevin Williams</i>	Director of Strategic Management	Virgin Islands Supreme Court	<b>Citation and Adjudication</b>
<i>Travis Dolcar</i>	Chief Information Technology Officer	Virgin Islands Superior Court-IT Court Systems	<b>Citation and Adjudication</b>
<i>Christopher George</i>	GIS Coordinator	Office of the Lieutenant Governor-GIS Division	<b>Roadway</b>

## State traffic records strategic plan

**Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State’s core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.**

Documents Uploaded
Traffic Records Assessment.pdf

**Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State’s most recent highway safety data and traffic records system assessment.**

### **Recommendations:**

Crash Recommendation:

- Improve the data dictionary for the Crash system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Crash data system to reflect best practices identifies in the Traffic Records Program Assessment Advisory.
- Improve data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Vehicle Recommendations:

- Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

#### Driver Recommendations:

- Improve the applicable guidelines for the Driver data system to reflect best practices identified in the Traffic Record Program Assessment Advisory.
- Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the procedures/process flows for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

#### Citation/Adjudication Recommendations:

- Improve the applicable guidelines for the Citation and Adjudication data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the procedures/process flows for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

#### EMS/Injury Surveillance Recommendations

- Improve the description and contents of the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

#### Data Use and Integration Recommendations:

- Improve the traffic records system capacity to integrate to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.**

The Virgin Islands Office of Highway Safety will take all recommendations from the most recent Traffic Records Assessment into consideration. However, they will not all be addressed at this time, but will be later. In Fiscal Year 2019, the Virgin Islands Office of Highway Safety will focus on moving forward with

the E-Citation Project, addressing the Citation/Adjudication Recommendation, continuing funding EMS, addressing the EMS/Injury Surveillance recommendation, and implementing a new GIS project.

**E-Citation Project:** Collecting timely, accurate, and complete traffic safety data has been an issue for the Virgin Islands for a very long time, causing the Territory to possess poor-quality data, which is required for more complex analyses. The Virgin Islands Police Department is currently challenged with a manual citation process. This process creates issues of lack of accountability on the amount of citations issued, insufficient updated computers, no mobile connectivity within the vehicles, and long hours spent on creating statistical reports. All these factors lead to a low productivity within the agency. The proposed solution will be to implement an E-citation solution that enables the department to automate the process of creating, issuing, approving, and transmitting the citations to the court electronically. After several years, the e-citation project is scheduled to rollout in fiscal year 2018. With the implementation of an e-citation solution, data collection would be made easier, eliminating the struggle of bad handwriting on citations, reducing the number of errors when entering the data. The TRCC will utilize this system to analyze data, assessing priorities for the Virgin Islands' six (6) core systems based on the most recent assessment. The application of modern technology in all operational phases (data collection, interface, processing, retrieval, integration, and analysis) would allow multiple layers of data entry from different agencies, contributing to the development of an effective traffic-related injury control effort in the Territory of the United States Virgin Islands.

The Virgin Islands Police Department decided on the Traffic and Criminal Software (TraCS) which is a data collection, records, management, and reporting software for public safety professionals to carry out the e-citation project. TraCs will allow the Virgin Islands Police Department to make readily available the traffic data necessary for planning, resource allocation and application of meaningful solutions to problems. The Territory is in need of accurate and timely data along with data analysis services, which can be provided by this system. The implementation of TraCS would allow the Virgin Islands Police Department to avoid data entry errors that plague the paper system that is currently used; allows for the collection of accurate data immediately at the scene instead of later at the office; controls the flow of your forms from start to finish; transmit forms to external sources quickly; and is compatible with a wide range of devices. This system will also make it easy to account for citation forms issued. The system will further link data input and access across the following agencies within the Government of the Virgin Islands (GVI): Virgin Islands Police Department, Virgin Islands Department of Health Emergency Medical Services, Virgin Islands Superior Court, Virgin Islands Office of Highway Safety, Office of the Lieutenant Governor, Bureau of Motor Vehicles, and Virgin Islands Department of Justice.

The TRCC strategic plan addresses the adoption and integration of new technology at the project level to ensure timely, accurate, and complete traffic safety data, which-in turn- provides the better-quality data required for more complex analyses. The application of new technology in all operational phases (data

collection, interface, processing, retrieval, integration, and analysis) should be continuously reviewed and assessed (Traffic Records Program Assessment Advisory).

**Virgin Islands Emergency Medical Services:** Based on the Traffic Records Program Assessment Advisory section 3-F, page 87, the VIOHS will continue to provide funding the Department of Health Office of Emergency Medical Services (EMS). VIEMS provides out of hospital emergency care to patients with traumatic injuries and medical emergencies from initial 911 call to dispatch, field response, transport and transfer to the Emergency Room (ER) staff. Its mission is to provide optimum emergency care to all the people of the territory. Additionally, the Virgin Islands Emergency Medical Services continuously improves their 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.

The Virgin Islands continue to see a dramatic rise in incidents requiring the need for medical aid, treatment aids, and transport. These responses require accurate reporting and documentation as the law mandates. Quality assurance, improvement to policy and procedure, and research, education and implementation process are all vital functions toward honing and improving the EMS model. By far the electronic patient care report (ePCR) has improved EMS record availability and legibility for ER clinicians as well as improve quality improvement and assurance. They are vital in the study of injury prevention and other studies that are on-going.

Through the Virgin Islands of Highway Safety, the implementation of ePCRs has propelled our system into the future and has made reporting and exporting information to the National EMS Information System seamless. With emsCharts, Virgin Islands EMS providers can now document patient complaints, care and treatment making it readily available for the continuity of that patient care. emsCharts also has the capability of CAD Imports, and HL7 and billing interfaces. The programs have advanced even further to include Analytics, ways to track employee education, certification and licensure status.

**Geocoding and Geolocation Project:** The U.S. Virgin Islands lacks a navigable roadway system, hereby structures are not identified in a consistent and logical fashion by a unique combination of orderly street numbers and a unique street name. This creates an issue regarding recording accurate location data when a citation is being given or when a crash occurs. A navigable roadway system is critical for Emergency Services, Economic Development, Government and Private Operations. The most important impact this system will have in the Virgin Islands will be the accuracy in roadway data, and provide navigation and direction capabilities. With the advent of the historic hurricane season of 2017, the US Virgin Islands once again experienced the severe trauma and stress caused by our illogical navigational system. It will

allow other government agencies such as Virgin Islands Police Department, Virgin Islands Emergency Medical Services, Department of Public Works, and Virgin Islands Fire Department to utilize the benefits of routing and asset tracking, which will make deployment easier, resulting in a timelier response times to community issues and emergencies. The implementation of this project can assist in the accuracy of data collection related to location in the Territory of the United States Virgin Islands, which will contribute to the Traffic Records Coordinating Committee's goal of obtaining better quality data needed for complex analyses. Aiding with the identification of high crash problem locations, the geocoding and geolocation project will facilitate effective enforcement efforts by the Virgin Islands Office of Highway Safety. This project is an ongoing process requiring 24-36 months to complete.

The State's roadway data system comprises data collected by the State (State-maintained roadways and, in some cases, local roadways) as well as data from local sources such as county and municipal public works agencies and metropolitan planning organizations. The ideal statewide system incorporates sufficient information on all public roads to support valid, system-wide network screening and countermeasure development, deployment, and evaluation (Traffic Records Program Assessment Advisory).

**Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.**

**\*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure Strategy
19-TRM-405c	Traffic Records Management	Traffic Records Highway Safety Office Program Management

**Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.**

The Virgin Islands Office of Highway Safety will take all recommendations into consideration. However, the Vehicle, Driver, Crash, and Data Use and Integration Recommendations will be addressed later. The E-Citation project would be the main priority this fiscal year, addressing the Territory's lack of accurate and complete location of crashes. This program would have to be closely monitored to determine its effectiveness in meeting the Territory's needs for accurate and thorough crash data, which will require a significant amount of time. Therefore, the recommendations that will not be addressed by VIOHS this fiscal year, will be addressed later.

## Quantitative improvement

Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated.

Upload supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Documents Uploaded
Traffic Records Assessment.pdf

## State highway safety data and traffic records system assessment

Enter the date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.

Date of Assessment: 5/24/2017

## Requirement for maintenance of effort

**ASSURANCE:** The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

## 9 Certifications, Assurances, and Highway Safety Plan PDFs



Documents Uploaded
CERTIFICATION AND ASSURANCE.pdf