

Virgin Islands Office of Highway Safety



Fiscal Year 2019 Annual Report

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Introduction

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

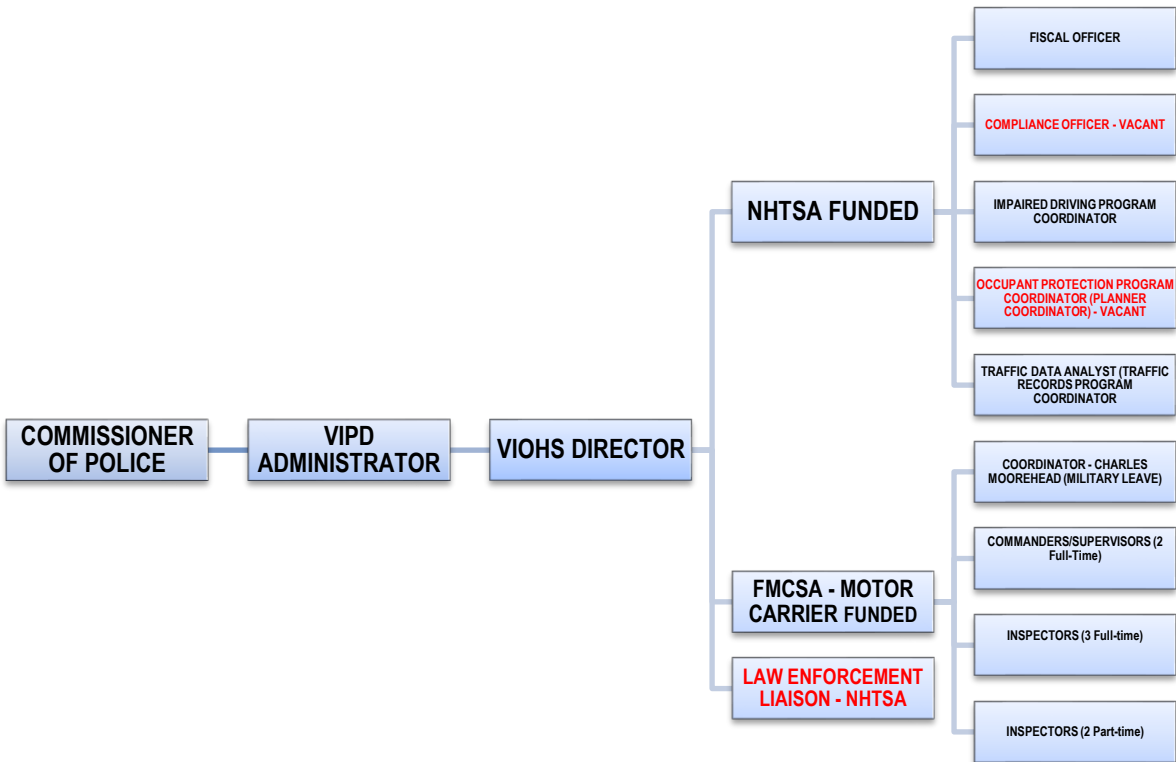
The U. S. Virgin Islands is comprised of three main islands and surrounding smaller islets and cays with a population of 106,405 (as per the 2010 census) and a land area of 133 square miles. The three main islands are St. Thomas, St. John, and St. Croix. The U.S. Virgin Islands is the only U.S. jurisdiction that drives on the left side of the road. As most cars being imported from the mainland United States are left-hand drive, the driver sits to the outside of the road, raising traffic safety issues especially to visitors who rent vehicles. Additionally, most roadways are only one-lane per direction making roads relatively small in width. The narrowness of the territory's roads was exacerbated with the catastrophic hurricanes of 2017, additional storms in 2018 and the passage Hurricane Dorian and other small storms which carried heavy rainfalls in 2019. The accompanying rainfalls of these storms cause further damage to roads already compromised and increased the dangers of traffic fluidity as drivers maneuver to avoid potholes and eroded roadway shoulders adding further challenges to increase traffic safety in the territory.

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

In FY2019, these strategies were slowed by factors which were not controlled by the VIOHS staff. The rebuilding of the territory's roadway infrastructure continued at a diminished pace in the aftermath of the catastrophic hurricanes and subsequent storms. The territory went through a change of government as a result of the general elections which took place during the first quarter and resulted in the removal of Governor Kenneth E. Mapp and began the term of Governor Albert E. Bryan Jr. During the transition of the new government, Commissioner Delroy Richards, Sr. resigned. Jason K. Marsh was selected as the Acting Commissioner while the search for a new Police Commissioner began. The change in government also caused delays in the daily operations of GVI as several commissioner's posts were changed especially in key departments such as Property & Procurement, Finance, Office of Management and Budget, Bureau of Motor Vehicles and Public Works. And, the VIOHS once again changed leadership as a new Director came onboard in May 2019.

Despite these factors, the VIOHS staff continued its mission of improving highway safety and to alter behavioral patterns territory-wide through the development, promotion, and implementation of educational outreach campaigns; enforcements and community-directed alliances, and renewed outreach efforts throughout the community.

Virgin Islands Police Department- VIOHS Organization Chart



A Year In Review...FY 2019 Virgin Islands Highway Safety Program

The Virgin Islands Office of Highway Safety experienced a variety of challenges during fiscal year 2019. Similar to the rebuilding efforts of the Territory, the VIOHS underwent a change in management, reorganization of the current staff, and a transformation of service offerings reflective of the program's true intent – to mitigate the risks of serious injuries and fatalities on the Territory's roadways through activities and initiatives directed towards altering the behavioral patterns among the motoring public of the U.S. Virgin Islands.

This annual report provides an assessment of the program's Fiscal Year 2019 Highway Safety Plan, to include the accomplishments, progress towards meeting performance targets, and applied measures to correct noted deficiencies within the Virgin Islands Highway Safety program during fiscal year 2020 (October 1, 2019 – September 30, 2020).

Key Accomplishments in Fiscal Year 2019

- ❖ The successful procurement of a portion of the equipment components to proceed with the implementation of the Traffic and Criminal Software System (TraCS) - a data collection, records, management and crash reporting software. TraCS will link data input and provide unified access across seven agencies within the Government of the Virgin Islands.
- ❖ NHTSA Management Review of VIOHS grant operations.
- ❖ Successful submission and approval of a complete Highway Safety Plan for FY2020 through the NHTSA GMSS.
- ❖ Hiring of the Traffic Records Analyst/Coordinator.
- ❖ Promotion of Impaired Driving and Occupant Protection safety messages via local FM radio stations and cable television stations. The messages were distributed in Spanish and in English and in key positions at the Territory's airports.

Executive Summary

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

A mission which continued to be tested greatly throughout fiscal year 2019. The leadership changes at the authority level (Governor, Commissioner, and Director) for the VIOHS delayed implementation of the approved portions of the FY2019 HSP. The staffing limitations of the VIOHS' sole source of enforcement, the Virgin Islands Police Department (VIPD), stymied all enforcement activities and severely impacted the utilization of available funds.

The VIOHS was awarded \$1.6M in September 2018 to implement an electronic ticketing system for use in the Territory. During that same month, the laptops for use by the VIPD were purchased for \$427K. The project was again funded in FY2019 to complete the purchase of the equipment, install the software, train all front and end users, and to provide qualified technical assistance to VIPD and VIOHS.

The scheduled NHTSA Management Review (MR) in August 2019 exposed severe shortcomings in the management, project oversight and equipment tracking by VIOHS. The MR covered FY 2016, 2017, and 2018. The VIOHS is awaiting the finalized MR report from Region 2.

An aggressive effort was made by the VIOHS staff to complete the FY2020 HSP by the required deadline of August 27, 2019. This was accomplished by assistance from Region 2 Program Manager Allison Beas who assisted the new Director and the VIOHS staff in maneuvering the GMSS.

The VIOHS also attempted to fill key positions of Traffic Record Analyst/Coordinator, Planner/Occupant Protection Coordinator, and Compliance Officer. Protracted hiring policies resulted in the hiring of only the Traffic Records Analyst/Coordinator.

The VIOHS embarked on ambitious media outreach plans for Impaired Driving and Occupant Protection during FY2019 and was partially successful in getting radio, television and airport notifications out to the public.

As a result of these challenges, the VIOHS was unable to achieve the performance targets for such measures as traffic fatalities, serious injuries in crashes, and unrestrained passenger vehicle occupant fatalities during fiscal year 2019.

U.S. VIRGIN ISLANDS
FISCAL YEAR 2019 ANNUAL REPORT
PERFORMANCE REPORT ON CORE MEASURES

Core Performance Measures	Five-Year Moving Average	Target FY 2019	Actual FY 2019	Status
C1 - Traffic Fatalities	13	10	18	Target Not Met
C2 - Serious Injuries in Traffic Crashes*	16	N/A*	N/A*	Target Undefined accurately. Not Available
C3 - Unrestrained Vehicle Occupant Fatalities	4	3	5	Target Not Met
C4 - Alcohol Impaired Driving Fatalities	2	1	3	Target Not Met
C5 - Speeding Related Fatalities	3	2	3	Target Not Met
C6 - Motorcyclist Fatalities	2	1	2	Target Not Met
C7 - Un-helmeted Motorcyclist Fatalities Drivers	0	0	0	Target Met
C8 - Drivers Age 20 or Younger involved in fatal crashes	1	0	1	Target Not Met
C9 - Pedestrian Fatalities	1	1	1	Target Met
C10 - Bicyclist Fatalities	0	0	0	Target Met

CORE BEHAVIOR MEASURES	2013	2014	2015	2016	2017	2018	5-Year Moving Average	2019 Goal	2019 Actual
Observed Seat belt rate for passenger vehicles. Front Seat Outboard Occupants.	76.80%	66.10%	82.70%	79.10%	N/A	83.94%	77.73%	82.00%	In Progress

The U.S. Virgin Islands reported a total of 4,722 crashes in FY2019, a 13% decrease from FY 2018. One thousand, seven hundred and fifteen crashes (1,715) occurred within the district of St. Croix, while the remaining three thousand and seven (3,007) crashes occurred within the district of St. Thomas/St. John. Of the reported crashes, eighteen (18) resulted in fatalities.

According to data acquired from the Emergency Medical Services Division of the Department of Health, fiscal year 2019 fatalities comprised the following:

- 7 Drivers
- 7 Passengers
- 2 Pedestrian
- 1 Motorcyclist
- 1 Commercial Motor Vehicle Operator

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

FISCAL YEAR 2019 CRASH STATISTICS			
ST. THOMAS			
<i>Crash Classification</i>	<i>Total Crashes</i>	<i>Injuries</i>	<i>Fatalities</i>
Vehicles	2,721	454	5
Pedestrians	46	43	1
Bicycles	3	3	0
Motorcycles	28	15	1
CMV's	97	24	1
TOTAL	2,895	539	8
ST. CROIX			
Vehicles	1,661	443	9
Pedestrians	17	15	0
Bicycles	4	4	0
Motorcycles	9	5	1
CMV's	24	3	0
TOTAL	1,715	470	10
ST. JOHN			
Vehicles	104	20	0
Pedestrians	5	2	0
Bicycles	0	0	0
Motorcycles	2	1	0
CMV's	1	0	0
TOTAL	112	23	0

Due to unforeseen difficulties, the 2019 Seat Belt Survey report was not completed at the time of this report. Therefore, the 2018 figures remain a part of the report.

<i>CORE ACTIVITY MEASURES</i>	2013	2014	2015	2016	2018	5-Year Moving Average	2019 Actual
Number of Seatbelt Citations Issued During Grant Funded Enforcements	102	472	1279	943	1103	780	0
Number of DUI Arrests Made During Grant Funded Enforcements	2	16	0	13	1	6	0
Number of Speeding Citations Issued During Grant Funded Enforcements	509	N/A	5	9	2	105	0

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

VIOHS Performance Measures

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

Program specific goals comprising ten (10) core performance measures, one (1) behavior measure, and three (3) activity measures were established in the VIOHS Fiscal Year 2019 Highway Safety Plan. Goals for the upcoming fiscal year was then established based on the cumulative average of a 5-year trend. Throughout the fiscal year, the VIOHS utilized Report Beam as the sole statistical source to gather data relevant to these performance measures which was then cross-referenced to data received through formed alliances with fellow GVI partners to include the Department of Health, the Superior Court, and the Virgin Islands Police Department.

To assess the measurement of performance, correlational data amassed from GVI partners was used to test the validity of the received data and evaluate the performance of selected countermeasures. Based on such factors as *readiness, coordination and feasibility* as established through the program's HSP.

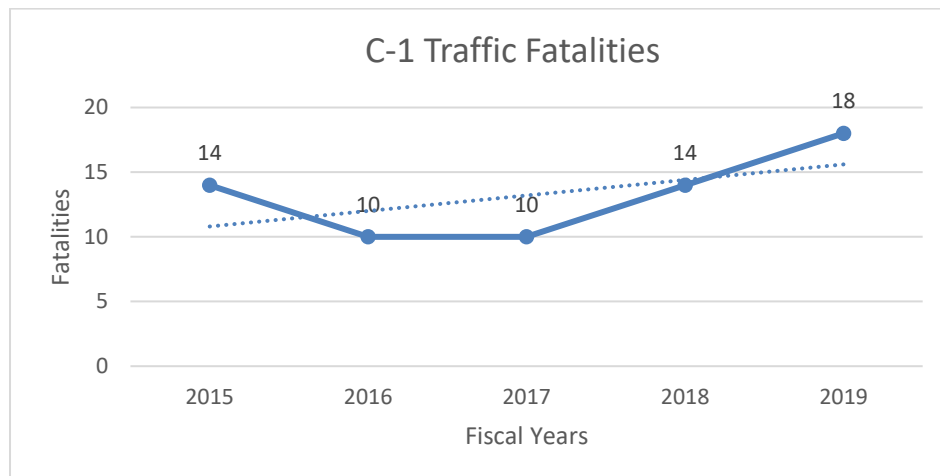
The following represents the outcome of the efforts of the Virgin Islands Office of Highway Safety for fiscal year 2019.

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

Goal: Reduce the number of traffic fatalities in fiscal year 2019 to 10 or below territory-wide.

Number of traffic fatalities in fiscal year 2019: Eighteen (18).

Status: Fiscal Year 2019 performance measure was not met.

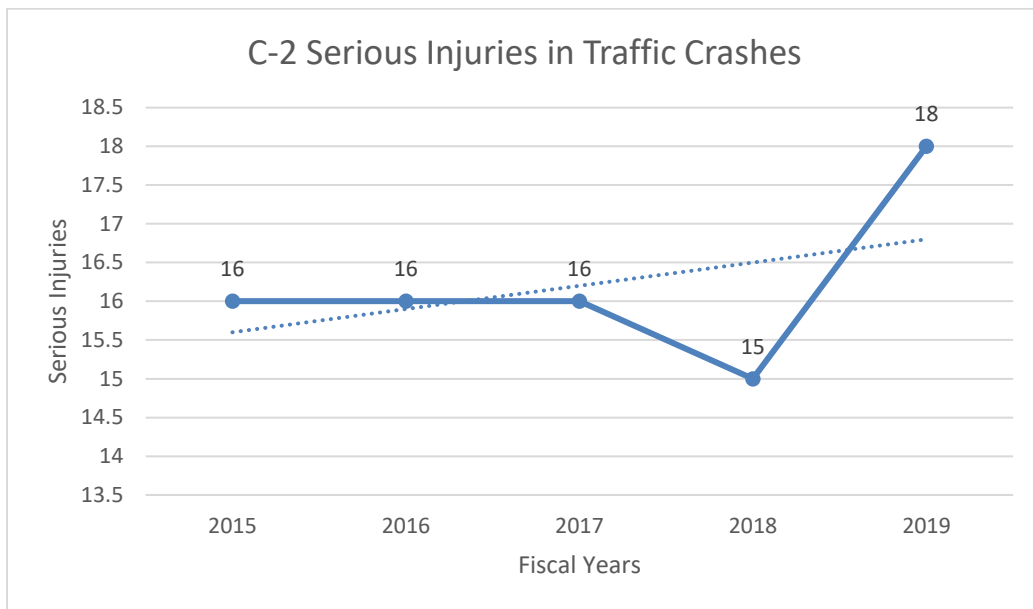


C-2. Reduce the number of serious injuries in traffic crashes*

Goal: A target was not defined. *

Number of serious injuries in traffic crashes in fiscal year 2019: 18

Status: Not Applicable due to the target not being defined. The definition of 'serious injury' has to be the same in the USVI and the US mainland. A fatality should be defined separately from serious injury.* The graph shows the total fatalities as the serious injuries.

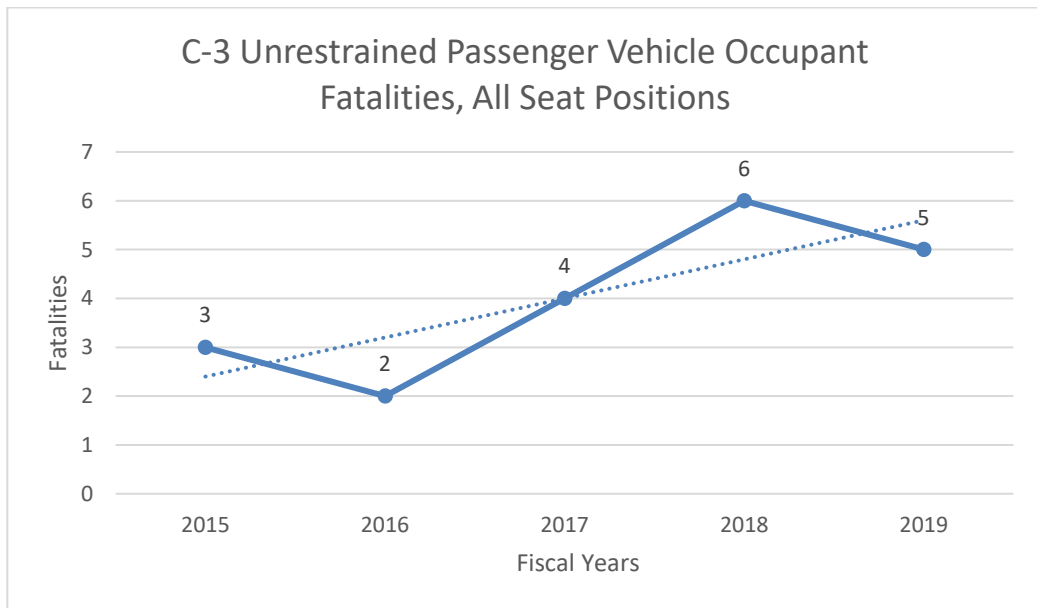


C-4. Reduce the number of unrestrained passenger vehicle occupant fatalities. (all seat positions)

Goal: Reduce the number of unrestrained passenger vehicle occupant fatalities in Fiscal Year 2019 to three (3) or below.

Number of unrestrained passenger vehicle occupant fatalities in fiscal year 2019: Five (5).

Status: Fiscal Year 2019 performance measure was not met.

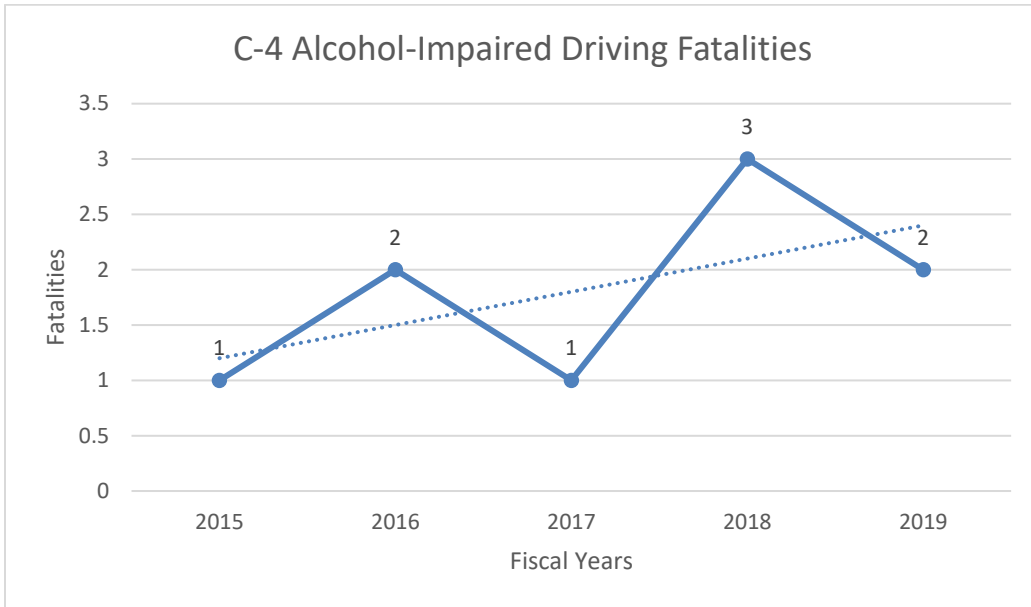


C-5. Reduce the number of alcohol impaired fatalities

Goal: Reduce the number of alcohol impaired fatalities in fiscal year 2019 to one (1) or below.

Number of alcohol impaired fatalities in fiscal year 2019: Two (2).

Status: Fiscal Year 2019 performance measure was not met.

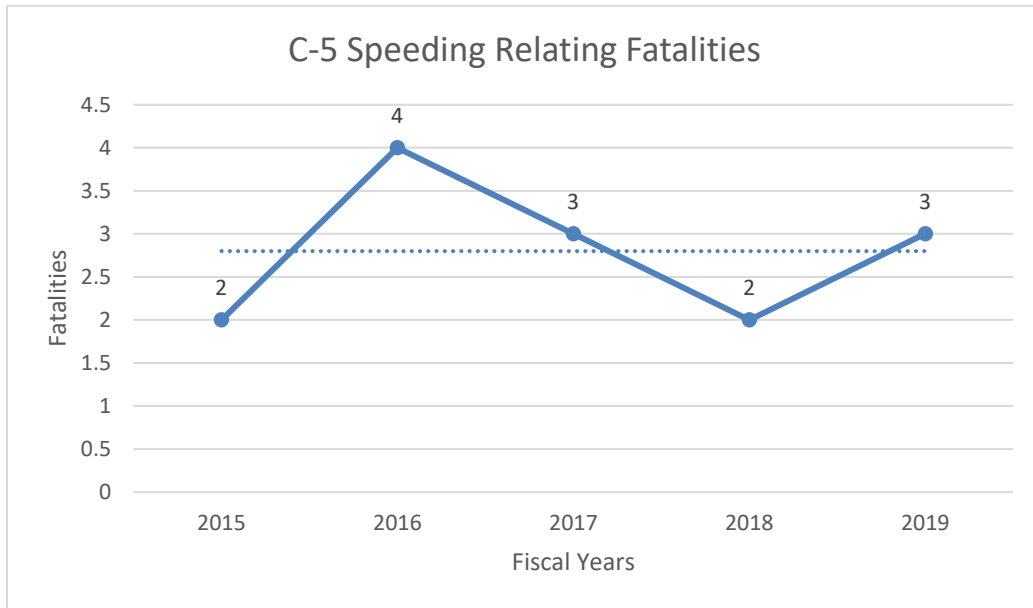


C-6. Reduce the number of speeding related fatalities

Goal: Reduce the number of speeding fatalities in fiscal year 2019 to two (2) or below.

Number of speeding fatalities in fiscal year 2019: Three (3).

Status: Fiscal Year 2019 performance measure was not met.

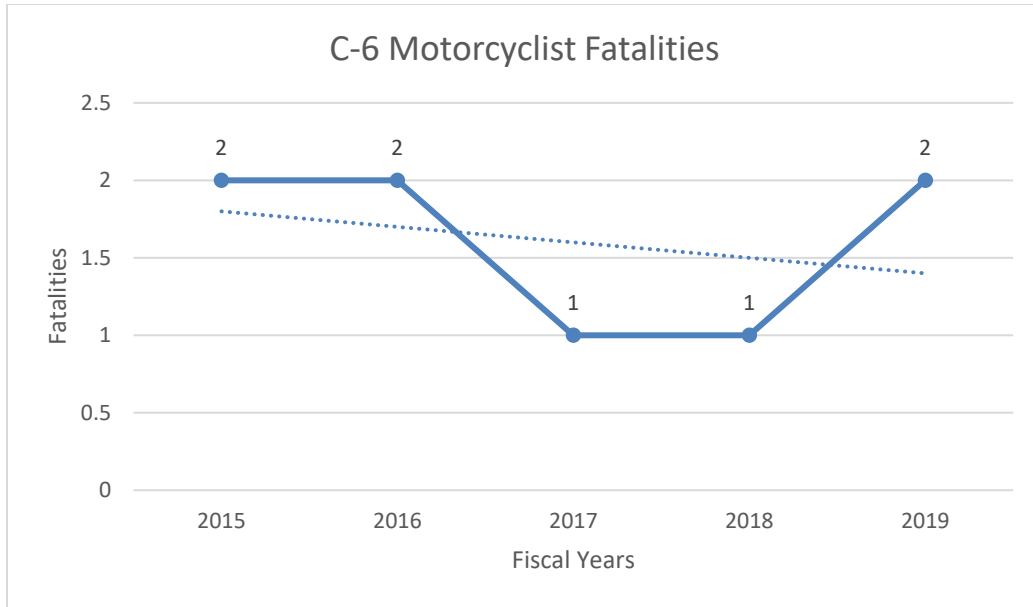


C-7. Reduce the number of motorcyclist fatalities

Goal: Reduce the number of motorcyclist fatalities in fiscal year 2018 to one (1).

Number of motorcyclist fatalities in fiscal year 2019: two (2).

Status: Fiscal Year 2019 performance measure was not met.

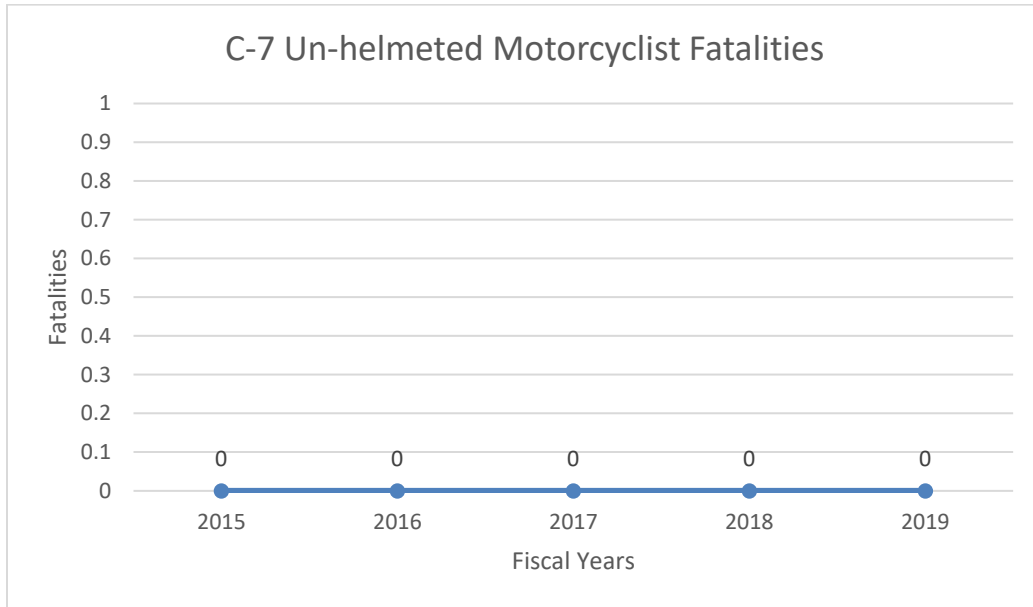


C-8. Reduce the number of un-helmeted motorcyclist fatalities

Goal: Maintain the number of un-helmeted motorcyclist fatalities in fiscal year 2019 at zero (0).

Number of un-helmeted motorcyclist fatalities in fiscal year 2019: zero (0).

Status: Fiscal Year 2019 performance measure was met.

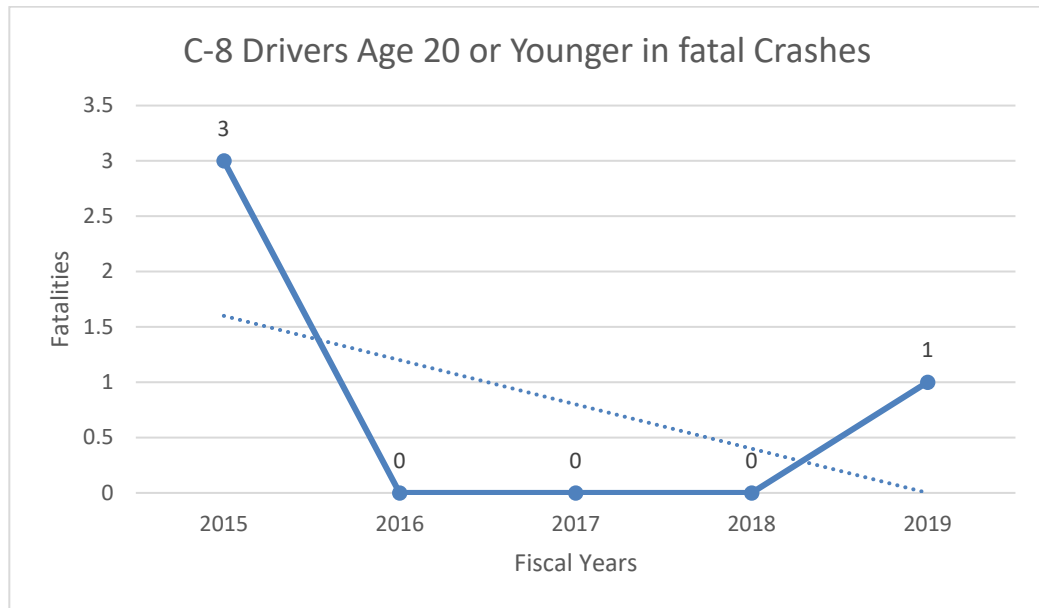


C-9. Reduce the number of drivers age 20 or younger involved in fatal crashes.

Goal: Maintain the driver age 20 or younger involved in fatal crashes in fiscal year 2019 at zero (0).

Number of drivers 20 or younger involved in fatal crashes in fiscal year 2019: one (1).

Status: Fiscal Year 2019 performance measure was not met.

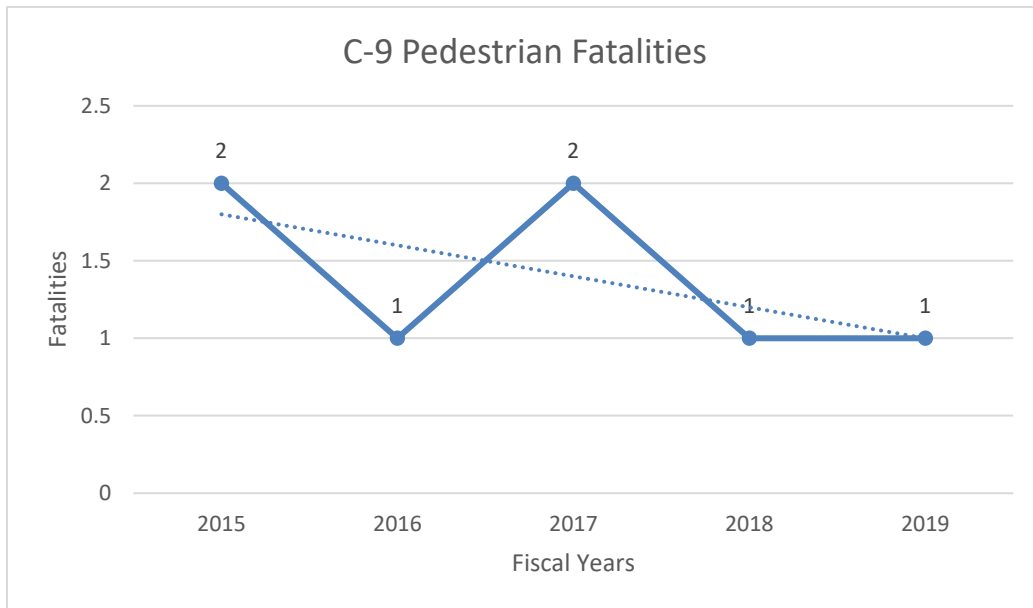


C-10. Reduce the number of pedestrian fatalities.

Goal: Maintain the number of pedestrian fatalities in fiscal year 2019 at or below one (1).

Number of pedestrian fatalities in fiscal year 2019: one (1).

Status: Fiscal Year 2019 performance measure was met.

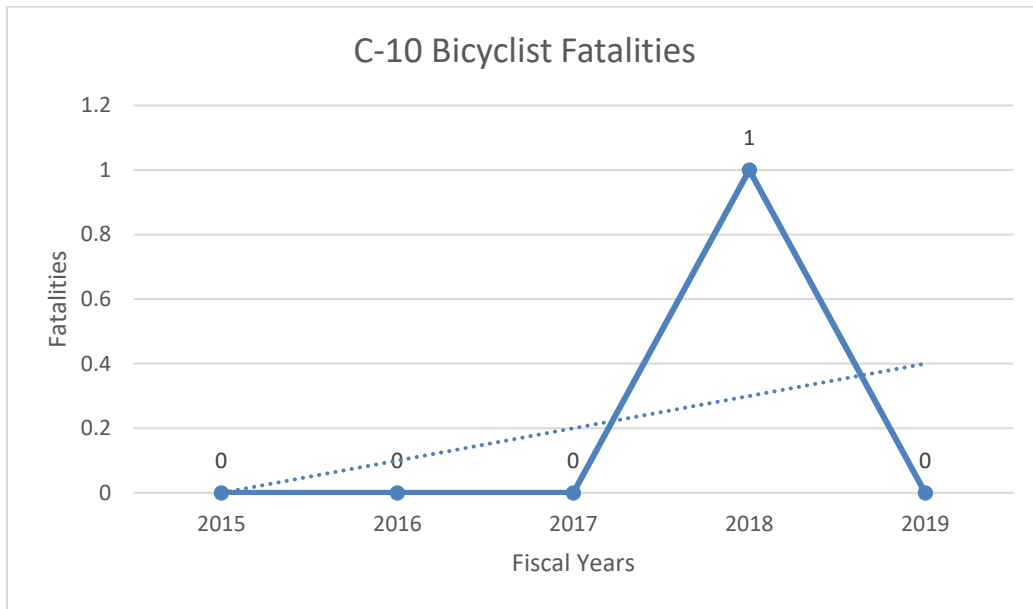


C-11. Reduce the number of bicyclist fatalities.

Goal: Reduce the number of bicyclist fatalities in fiscal year 2019 to zero (0).

Number of bicyclist fatalities in fiscal year 2019: zero (0).

Status: Fiscal Year 2019 performance measure was met.



Note - Performance C-3 Does not apply to the US Virgin Islands

Project Contributions to Meeting Highway Safety Targets

Awarded: \$328,624.31

Expended: \$193,164.76

\$402

Planning and Administration

In fiscal year 2019, the Planning and Administration project funded under VIOHS administered funded initiatives from sections 402, 405b, 405c and 408.

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



Objectives

- To provide leadership and resources for the development and implementation of the traffic safety programs during Fiscal Year 2019.
- To attend trainings, conferences, and webinars during Fiscal Year 2019 that would enhance the overall job performance of the VIOHS as stipulated by the National Highway Traffic Safety Administration (NHTSA).
- To publicize all local and national grant funded and non-grant funded enforcement initiatives.
- To prepare financial vouchers, the FY 2020 Highway Safety Plan (HSP) and FY 2019 Annual Report before the designated due dates.

Results

The operations of the VIOHS office began with a staff consisting of a Director, Fiscal Officer, and one coordinator. The immediate need was to staff the office to ensure that the mandated activities of Occupant Protection, Impaired Driving, Enforcement Initiatives and Public Education and Outreach could be achieved. In addition to the need to augment the staffing levels, the VIOHS also needed to correct and complete the sections of the FY2019 HSP which required revisions as per the Regional Office. The VIOHS embarked on a series of Community Outreach Initiatives to bolster traffic safety throughout the territory. These initiatives, planned in part to increase awareness among motorists, was implemented to curtail the lingering effects of areas without traffic lights, an increase in visitors to the territory as rebuilding efforts continues, and to mitigate noted increases in collisions. Not all of these initiatives were funded by grants, but served to highlight the ongoing existence of the office as well as the services and activities VIOHS offers.

Such activities as:

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

From October 2018 – April 2019, was able to attend the GHSA Executive Seminar, Data Driven Highway Safety Planning, Highway Safety Planning and Grant Management , and the Lifesavers National Conference to further enhance the training and understanding necessary to successfully follow the mandates of the funding received.

The November 2018 General Elections impacted the operations of the VIOHS, and at the end of April 2019, the VIOHS experienced a leadership change at the position of Director. Dr. Theodora Philip was replaced by Daphne O'Neal. The transition to a new Governor affected key areas of leadership in many GVI agencies and delayed hiring, procurement, and travel related to several projects of the VIOHS.

P&A's fiscal year 2019 budget included allotments in the personnel and fringe costs for a Compliance Officer and contractual costs for a Public Information Officer. Neither of these positions were filled because of minimal responses and the delayed hiring process. Because of the VIOHS changed the multi-functioning copier machine, the cost for the maintenance fees was no longer necessary, and was not utilized. Due to the above mentioned items, the project expended only 59% the awarded funds.

Fiscal Year 2020 Corrective Measures

- 1) The search for a Law Enforcement Liaison (LEL), an Occupant Protection Coordinator (Planner/Coordinator), and a Compliance Officer are ongoing. A choice was made for the Occupant Protection Coordinator/Planner but the candidate did not pass the background check for VIPD. The Traffic Analyst position was filled at the end of August 2019. Interviews for the Compliance Officer and the Planner/Coordinator position continued during the 1st quarter of FY2020 with the hope of filling both positions in January 2020. Guided by the mission to improve highway safety territory-wide through the development, promotion, and implementation of education outreach campaigns, enforcements and community

directed alliances, the onboarding of these personnel would ensure the office's future success.

- 2) Current enforcement efforts have proven futile as initiatives are not maximized to produce desired program outcomes. Therefore, enforcement efforts will be re-directed to the LEL once hired. Such measures to include the development and use of an approved enforcement plan, facilitation of planned trainings (lidar/radar and At Scene) and workshops to increase positive output is expected from this change of offering. Furthermore, the formation of the Police Traffic Services Program Area will ensure a structured approach towards accomplishing program objectives.
- 3) The FY2019 MR highlighted the need to have policies in place to guide all staff and to ensure the awarding federal agencies of the territory's commitment to be good fiduciary agents of the awarded funds. As part of the Corrective Action Plans of the MR, the Director will begin producing an updated set of policy guidelines in fiscal year 2020.
- 4) To increase effectiveness of the VIOHS, a cross cultural approach towards problem identification, management and monitoring has been implemented. As a result, the program now has Highway Safety Coordinators who work together to accomplish VIOHS' objectives.
- 5) To ensure efficient use of resources such internal control measures as creating and being held accountable for achieving the deliverables in monthly action plans among the staff are currently underway. Additionally, when fully staffed, one coordinator will be responsible for planning/scheduling outreach efforts territory-wide. While another will be tasked with facilitating efforts to create alliances with school groups promoting traffic safety such as SADD and utilizing Police Pre-Cadets to assist with Child Passenger Safety Clinics and VIOHS program outreach efforts territory-wide.
- 6) It is the intention of the VIOHS to diversify grant offering and activities to include initiating new sub-grantee agreements during fiscal year 2020. To maintain compliance, a compliance officer will be hired, and a monthly schedule will commence to ensure effective use of program offerings and the receipt of outcomes which remains in line with highway safety objectives. Additionally, bi-monthly monitoring schedules will be tasked to coordinators to include the facilitation of on-site assessments.
- 7) To maintain a fluidity in structure and approach towards completing projects, the Director and staff will create a timeline which incorporates checks and balances of such external sources as the fiscal division of the VIPD, the Office of Budget and Management (OMB), the Department of Property and Procurement (P&P), and the Department of Finance (DOF) which provides a cursory review of all fiscal matters. By utilizing a standard timeline, the onus of accounting for the timely approval process for VIOHS projects and the processing of vouchers will be shared by both VIOHS staff as well as our external GVI partners.

- 8) Efforts to expand program offerings territory-wide are underway. The search for office space continues in the St. Thomas/St. John district. A location was identified on St. Thomas. It met the requisite space and parking to fully accommodate the VIOHS staff. However, that site had to be discounted as it was not ADA compliant and thus P&P would not have approved the lease. The search for a viable space in the St. Thomas/St. John district will continue in FY2020. In the St. Croix district, the reconfiguration of the office space was developed and will be implemented in FY2020. It will include a designated office space for the Director, a conference area, and the creation of a second ADA compliant restroom.
- 9) Current data has identified the gaps in our program's offerings, high crash locations, and segments of our population which experiences the most fatalities, DUI crashes and danger to pedestrians; in fiscal year 2020 coordinators will embark on widespread community outreach activities and enforcement to increase initiatives to increase traffic safety awareness, reduce crashes and injuries and gather data from focus groups and surveys to better assist the VIOHS in planning outreach activities.
- 10) The VIOHS will embark on a strategic approach to disseminate Traffic Safety Communications. Current trends indicate an increase in various crash categories. To address these increasing trends, a Mass Media Campaign will continue to be implemented in FY 2020. A mix-market approach is being utilized to attract the attention of a multi- segmented market. The Virgin Islands comprises three islands with a various nationalities and individuals from numerous regions of the world, therefore, diversity marketing strategies are being deployed to capture and relay traffic safety messages.
- 11) The update of the Territory's crash data system is planned to commence in fiscal year 2020. A FY2017 assessment of the traffic records system recommended the implementation of a new traffic records system. The project has been approved and efforts are currently underway to ensure the timely implementation of the e-citation system.
- 12) To ensure staff development, all approved training will be encouraged, and coordinators will be held accountable through mid-year evaluations.

Impaired Driving Program Management – USVI

Awarded: \$99,239.00

Expended: \$77,901.30 §402

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

Objectives

- ❖ Conduct outreach activities and provide a detailed, written report of each on-site monitoring activity to the Director at the end of each visit during Fiscal Year 2019.
- ❖ To support and enhance capacity building in efforts of expanding the Impaired Driving Program.
- ❖ To attend trainings, conferences, and webinars during Fiscal Year 2019 that would enhance the overall job performance of the VIOHS as stipulated by the National Highway Traffic Safety Administration (NHTSA).
- ❖ To publicize all local and national grant funded and non-grant funded enforcement initiatives.
- ❖ Prevent underage and elder drinking and educate youth and the public on the dangers of drinking and driving.
- ❖ Reviewed Impaired Driving program data monthly to ensure that enforcement activities, and sub-grantee objectives are data driven to encourage possible program expansion.

Results

The Impaired Driving Program Management grant was able to achieve some of its goals during the Fiscal Year 2019. Although the project was approved after the beginning of the fiscal year, the Program Coordinator was restricted to attend trainings to effectively manage the program.

Pamphlets that promoted the deterrence of Driving Under the influence (DUI) related behaviors were distributed during outreach activities. The program intended to provide outreach to combat underage and elder drinking and educate youth and the public on the dangers of drinking and driving. Outreach activities were conducted on the following dates and at the locations:

- February 2019- 48th Agriculture and Food Fair at Estate Lover Love Fairground, St. Croix.** The displayed banner showed pictures of commonly ordered drinks and the blood alcohol concentration (BAC) and how long it will take for your BAC level to attain the legal limit of 0.08%. Aimed at all members of the community, the two days spent working the agriculture fair educating the public on driving impaired, alcohol consumption, and the resulting side effects of crashes, suicides, date rape, brain damage, liver and cardiovascular disease, cancer, nerve damage, ulcers, respiratory infections, impaired judgement, other traumatic injuries with family and school problems benefited everyone. The children in the community were made aware what happens when you indulge in alcohol beverages and smoke marijuana. Some parents even noticed or realized how the brain functions after the consumption of alcohol or drugs. The overall impact emphasized the continual need for community outreach.
- March 19, 2019 - The University of the Virgin Islands, St. Croix Outreach -** The presentation was given to approximately 110 Seniors and UVI students with an emphasis on Fatal Vision. The presentation discussed the aftereffects of drinking on the brain, the damage to kidneys and liver. Teenagers and the older motorist in the community between the age of 18-73 who drink heavily are more likely to be involved in sexual assaults and physical fights. In addition, to those who drink are less likely use protection during sexual activity. This can lead to unplanned pregnancy and sexually transmitted diseases. Illustrations of the fatal vision goggles and the intoxiclock were performed. Individuals would select their favorite alcoholic beverage from the poster, that they'll indulge in while out or even at home. Their height and approximate weight would be entered and the resulting number would show the number of hours it would take for their blood alcohol content (BAC) raise; and how long it would take for the alcohol their system. Many were unaware that they could be arrested or fined for having BAC above the legal limit. Brochures and books were distributed.



- March 31-April 02, 2019 LifeSavers Conference, Louisville, KY** - The coordinator was scheduled to attend the Lifesavers Conference on Monday, April 01, 2019, however due to delayed flights, arrival in Louisville, KY was not until April 2nd. The two courses attended were, *“Reconstructing Fatal crashes Involving Drunk or Drugged Driving and Building your Case After Leaving the Scene and Effective Interventions for Preventing a Second Drunk Driving Offense”*. The first course was led by Kyle Clark, Project manager at the International Association of Chiefs of Police (IACP) and Don Egdorf from the Houston Police Department (HPD); Brian Hickman Collegedale Police Department and Tom Kimball, Senior Advisor of the National Traffic Law Center, National District Attorneys Association. This session discussed fatal crashes and investigating complex accidents when a drunk or drugged driver is involved. They delve into strategies that can help make cases during a follow-up investigation, reconstruction, crash re-enactment, obtaining toxicology results, understanding the legal issues in adjudicating drug-impaired drivers and preparing for trial. In the USVI, there is a disconnect between traffic officers and court relating to traffic cases. This course would have greatly benefited the VIPD’s Traffic Divisions. The Effective Interventions for Preventing a Second Drunk Driving Offense session conveyed that judges/magistrates have the right to re-offend convicted drunk drivers that has a prior offense. Victim Advocate, Rich Leotta, father of Noah Leotta who was killed in the line of duty by a drunk driver, presented information on the Maryland Bill passed to provide ignition interlock. Many times, the senate does not consider Driving Under the Influence as a crime but then again has numerous programs and prevention programs that saves lives or could help achieve the ultimate goal of ending drunken driving altogether.
- May 13 – 16, 2019** - Presentations on the dangers of alcohol consumption was made at the following locations:

Arthur Richards Junior High School- Frederiksted, St. Croix
Alfredo Andrews Elementary School – Friesenborg, St. Croix
Juanita Gardine Elementary School – Christiansted, St. Croix

Students from each school were assembled on separate days – they were introduced to a panel of speakers one of which was the Impaired Driving Coordinator. As students gathered they were asked how many have tasted alcohol and the surprising response was that children ages 10-13 responded by indicating what drinks they’ve enjoyed. The students were informed that alcohol is the most used and abused legal drugs in the U.S. On average, kids from 12 to 20 years of age have tried alcohol for the first time every day. More than one-third of adults who have ever smoked report trying their first cigarette by the age of 14. Tobacco comparable to alcohol is another legal drug that has evolved to smokeless, odorless or flavored. As the dangers and health risks of drinking and smoking was explained, the Coordinator also provided data of crashes that have occurred within the territory. The kids were eager to inform on who in their family smokes and drink, naming the brand of alcohol and their parents willing or even encouraging to partake in alcohol. After the lesson, the students were separated into the activity groups to obtain a clear picture of what it is like to be intoxicated when your

motor functions are compromised. The exuberant responses from the students indicated a satisfying presentation.

The Danger In Every Step (DIES) mat raised awareness about one's weakness to the potential dangers associated with alcohol impairment in a party scene. The students would each take a turn and follow the sidewalk with obstacles in the way wearing the fatal vision goggles. The children were so enthusiastic as the bystanders such as their teachers, peer educators from ARCH Institute want to join the activity not understanding why the students were functioning in that manner.

Distract-A-Match prevention activity delivers a lesson about distracted driving with a twist of being impaired. I had the students wear fatal vision goggles while matching the shape and alternate color game which demonstrated fun in a way that affects their cognitive, visual and manual distractions in 60 to 90 seconds. This activity is clear and easy to understand the impact of distractions on a person's ability to safely operate a motor vehicle or encourage others on how to be safe. As the presentation concluded, the students expressed their experience and what they're going to tell their parents, older siblings or family friend of they see is wrong and would refuse to get into a vehicle with someone who is intoxicated. The students were very responsive to being educated on the dangers of alcohol, marijuana, and tobacco indicating that a difference was made and the students' enthusiasm and excitement will drive the VIOHS to continue its education outreach.

As the students were dispersed by sections, the Coordinator began discussing the risks and dangers of smoking tobacco and marijuana and drinking alcohol. The students were asked if they've ever drank any alcohol. Some responded yes and others responded no. The students were informed that when a person drinks alcohol, it is absorbed into the bloodstream and affects nearly every organ system in the body. Alcohol can have short-term effects on the body, such as stomach and headaches.

Long-term abuse can damage vital organs such as the heart, liver, kidneys and stomach. This damage can lead to potentially deadly diseases such as kidney failure or cirrhosis of the liver. The effects on an individual's body depend on many factors, including age, weight, gender and genetics. How alcohol affects people depends on a few factors, such as the same amount of alcohol more strongly affects a person who weighs less than a heavier person. Because their bodies are still developing, young people are more at risk for the negative effects of alcohol. The students were also very receptive to the presentations.

- July 31, 2019 Virgin Islands National Guard, Weed and Seed, and VI Police Department Summer Camp Outreach-** Distract-A-Match prevention activity delivers a lesson about distracted driving with a twist of being impaired. Students wear the students wear fatal vision goggles while matching the shape and alternate color game which demonstrated fun in a way that impact their cognitive, visual and manual distractions in 60 to 90 seconds. This activity is clear and easy to understand about the impact of distractions on a person's ability to safely operate a motor vehicle or encourage others on how to be safe. we concluded the presentation, the students expressed their experience and what they're going to tell their parents, older siblings or family friend of they see are wrong and would refuse to get into a vehicle with someone who is intoxicated.



As

The aim was to be able to reach one student to have him/her grasp the concept and dangers of alcohol, marijuana and tobacco. With such an impact, the students' enthusiasm to learn and excitement, encourages the coordinator to continue to educate. The younger members of the community.

- August 02, 2019 Virgin Islands National Guard, Weed and Seed, and VI Police Department Summer Camp Outreach SIDNE course-** The impaired driving simulator provides teenagers of how the brain would register alcohol with the decision to drive intoxicated. The campers were excited to drive but failed to understand the dangers. The safety rules of the vehicle, the course, and the layout were explained to the campers. As the campers climb into the vehicle their peers would provide the safety equipment rules and ensure that it is on properly. Before the vehicle to move forward, the path was as well as the mode of the vehicle will be in, one would control the vehicle and the vehicle would be switched to impaired. At the end of session, the driver and the passenger would their experience and were questioned by their the dangers of drinking and driving and how One camper expressed that he had an out of experience the moment when he thought they crash, or they felt bad that they ran over the pedestrians. At the end of the course, the indicated that they won't advise anyone that to drink alcohol to drive and they would be more cautious of being in a vehicle as a passenger with someone that knowingly indulge in alcohol beverages. The goal was to reach at least one, "teach one, reach one," and coordinator was successful in the outreach.



placing explained where mode each provide peers of they felt. body would campers decides

On August 12-16, 2019 Impaired Driving Program Management in Austin, TX- The course explored the importance of the Highway Safety Program Uniform Guideline 8, detailing the program management and strategic planning, prevention, criminal justice (plays a considerable role in the impaired driving program), technology, communications, alcohol and other drug misuses, program evaluation, and data. Throughout the course and activities, discussed the importance of critical events and the progress made as it relates to the impaired driving history before 1966 to current, underlining the transformations and sobriety checkpoint, testing your knowledge on impaired driving and creating a slogan (*Boozer is a Lozer*) specifying the when, where and target audience.

The curriculum also reviewed the Super Circular **2 CFR §200.422** which discloses the amount incurred by advisory councils or committees that are unallowable unless authorized by statute, the Federal awarding agency or an indirect cost where allocable to Federal awards. Plus, the course evaluated the importance of monitoring, which ensures that the program funds are spent on the intended purpose and are meeting the program/project and accountability requirements stated in the Super Circular **2 CFR §200.328** statute by the non-Federal entity. The training described the different types of prevention programs, for instance, the Responsible Beverage Service that covers a range of alcohol sales policies and practices that prevent restaurant and bar customers from drinking in excess and even driving while impaired and preventing youths from obtaining alcohol. The curriculum examines legislation, which is the cornerstone of any enforcement effort to reduce alcohol-impaired driving by establishing the offense, defining the sanctions, and providing authority to law enforcement. Attending the Impaired Driving Program Management course was instrumental because it provided the guidance needed to create, execute and maintain the Impaired Driving program in the VI.

The goal of providing educational presentations conducted throughout the school year and throughout the summer were met. Providing the dangers and the consequences of underage drinking were accomplished. The Impaired Driving Management project had four (4) scheduled trainings/conferences that were approved to enhance the job performance of the Impaired Driving Program. However, with the turn-around of Directors and the Administrator thought that attending the training were unnecessary.

Fiscal Year 2020 Corrective Measures

Funds were not expended as intended due the offset of a delayed budget, and an inability to attend trainings and scheduled conferences. To correct this shortfall, the coordinator will make every effort to attend all approved trainings and scheduled conferences. In addition, vouchers will be processed when incurred.

- 1)** The Impaired Driving Management project had eight (8) approved trainings/conference travels that were not attended. To ensure future attendance, the coordinator intend to attend all trainings as approved through timely registration and approval from the NHTSA Region 2. This will enhance the knowledge and job performance of the Coordinator.

- 2) Schedules for on-site monitoring were not completed during Fiscal Year 2019. An effort to increase the amount of subgrantees along with a monthly schedule to monitor subgrantees under the Impaired Driving enforcement grants will be applied.
- 3) The VIOHS will continue to follow a strategical approach towards traffic safety for FY 2020. A mass media campaign denouncing impaired driving be continued during FY2020.
- 4) Outreach activities were difficult to plan due to shared educational spaces among school age children territory-wide during the school year. Therefore, planned activities commenced during the summer months at summer camps. Schools have returned to pre-hurricane schedules, therefore, outreach activities will be planned during normal hours in fiscal year 2020.

Impaired Driving Enforcement–St. Croix, USVI

Awarded: \$0.00

Expended: \$0.00

\$402

Due to the lack of submission of enforcement initiative operational plans and projects by the only enforcement agency in the USVI, the VIPD, no Impaired Driving Enforcement project was conducted in the St. Croix district during FY2019.

Fiscal Year 2020 Corrective Measures

The lack of initiatives in FY2019 requires strong and swift action to include but not be limited to these measures for the St. Croix district:

- 1)** Communication and possibly intervention by the Governor of the USVI is needed to convey to the VIPD Traffic Commanders and Police Operations Commissioner (s) that it is necessary to get enforcement revitalized in the territory.
- 2)** The hiring of a Law Enforcement Liaison to bridge the communication between VIPD and VIOHS.
- 3)** Project preparation and submission by VIOHS staff will be done when operational plans are received to ensure proper project development for faster review and approval by the regional office.
- 4)** Training by VIOHS to VIPD officers and supervisors will continue to ensure that there is clear understanding of the required paperwork submission to ensure timely payment of overtime hours worked on initiatives.
- 5)** Solicitations to outside law enforcement agencies and private companies through contractual services to provide the enforcement component if VIPD remains unresponsive to the enforcement necessity and challenged by manpower shortages.

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

Awarded: \$0.00

Expended: \$0.00

§402

Due to the lack of submission of enforcement initiative operational plans by the only enforcement agency in the USVI, the VIPD, no Impaired Driving Enforcement project was conducted in the St. Thomas/St. John district during FY2019.

Fiscal Year 2020 Corrective Measures

The lack of initiatives in FY2019 requires strong and swift action to include but not be limited to the same planned measures for the St. Croix district:

1. Communication and possibly intervention by the Governor of the USVI is needed to convey to the VIPD Traffic Commanders and Police Operations Commissioner (s) that it is necessary to get enforcement revitalized in the territory.
2. The hiring of a Law Enforcement Liaison to bridge the communication between VIPD and VIOHS
3. Project preparation and submission by VIOHS staff will be done when operational plans are received to ensure proper project development for faster review and approval by the regional office.
4. Training by VIOHS to VIPD officers and supervisors will continue to ensure that there is clear understanding of the required paperwork submission to ensure timely payment of overtime hours worked on initiatives.
5. Solicitations to outside law enforcement agencies and private companies through contractual services to provide the enforcement component if VIPD remains unresponsive to the enforcement necessity and challenged by manpower shortages.

Impaired Driving Public Outreach Campaign

Awarded: \$193,569.00

Expended: \$86,214.24

\$402

The Impaired Driving Public Outreach Campaign was implemented to discourage impaired driving among residents, particularly youth, and visitors to the territory to the decrease or eliminate the incidence of fatalities and serious injuries. The current initiative targeted a captive audience of residents and visitors engaged in utilizing public, commercial and or personal vehicles as a means of transport. The goal of the Impaired Driving Public Outreach Campaign to utilize various media or advertisement outlets, public transportation, the Caribbean Cinemas on both St. Croix and St. Thomas along with graphic art and banners for sponsored events. The local celebrity group and internationally acclaimed Stanley and the Ten Sleepless Nights executed radio commercials geared to prevent impaired driving and seatbelt.

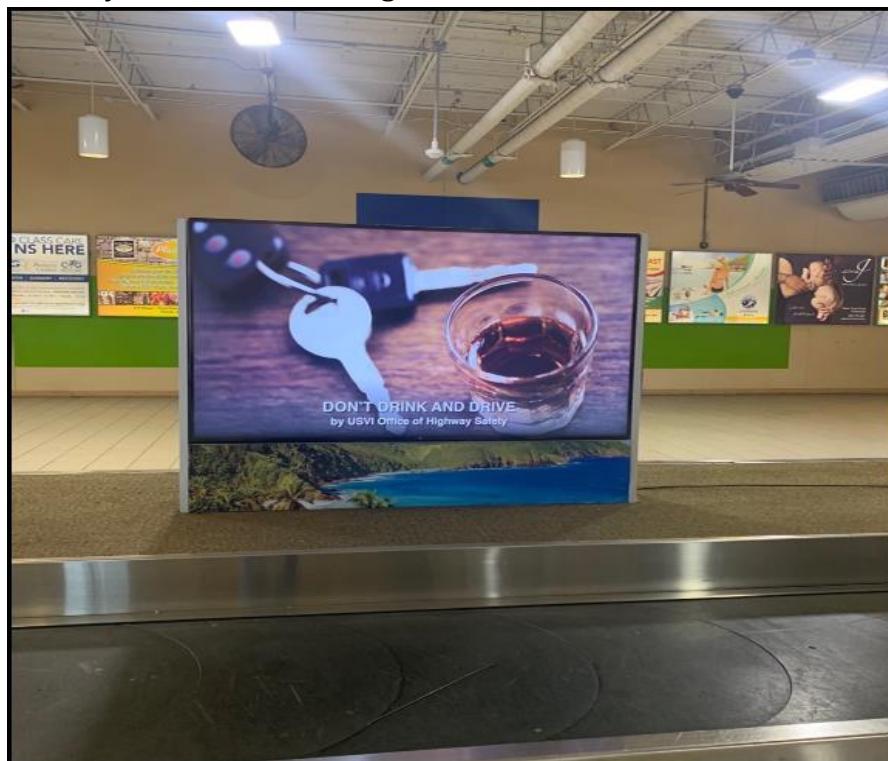
Objectives

- ✓ To reduce the number of DUI related fatalities & serious injuries by twenty-eight percent (28%) in FY 2019 through education using media outreach.

Results

The Impaired Driving Public Outreach Campaign successfully completed the following items;

- ✓ Clear Channel Airports Impaired Driving advertisement at the Henry E. Rolsen and Cyril E. King Airports showing Impaired Driving messages to the Territory's passengers at the baggage area conveyor sites, and waiting areas.







- ✓ The local celebrity and internationally acclaimed group **Stanley and the Ten Sleepless Nights** created a local jingle geared towards impaired driving to be used in commercial spots on the AM and FM local radio stations. The jingle was created in the local quelbe



C237.mp3

format and was very well received.

- ✓ The messages were also translated into Spanish to reach a larger cross-section of the community .



C237-01.mp3

Driving after drinking is deadly. Yet it still continues to happen here Territory and the United States. If you drive while impaired, you could get arrested, or worse—be involved in a traffic crash that causes serious injury or death. Plan your safe ride home before you start the party, choose a non-drinking friend as a designated driver. If someone you know has been drinking, do not let that person get behind the wheel. Take their keys and help them arrange a sober ride home. This message brought to you by United States Virgin Islands Office of Highway Safety. YOU USE YOU LOSE!

- ✓ The local cable stations of WEON (FOX US Virgin Islands) and WVGN (NBC US Virgin Islands) also ran the local and NHTSA DUI ads during the project period.
- ✓ WTJX is a Public Broadcasting Service member television station serving the United States Virgin Islands that delivered commercials relating to Impaired Driving. Their studios on

St. Thomas and St. Croix were heavily damaged, but WTJX was able to run the jingles on the PBS-NPR affiliate station.

Fiscal Year 2020 Corrective Measures

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

- 1) Utilizing a professional company to navigate all of media exposure to maximize the distribution of the benefits of everyone refraining from driving while impaired.
- 2) Using ads featuring the Rock City group to reach a younger demographic to reduce driving while impaired.
- 3) Developing ads featuring the Governor, Lt. Governor, Commissioner, Delegate to Congress and other high profile VI personalities to promote the message of the dangers of driving while impaired by either alcohol or drugs.
- 4) Advertising in Caribbean Cinemas in both districts.
- 5) Utilizing electronic billboards, VIDPW public buses, and banners to display messages geared to minimizing impaired driving in the territory.

Occupant Protection Management, USVI

Awarded: \$132,109.00

Expended: \$0.00

§402

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



Objectives

- 1) To rebuild the occupant protection program throughout the USVI by becoming aquatinted with the program purpose/objectives through workshops and off-island training.
- 2) Developing of the fiscal year activities plan and implementation schedule by coordinating a minimum of ten (10) outreach activities, facilitating CPS training and clinics; and Child Safety Week activities.
- 3) Formulate and present of a territory-wide mobilization plan for Occupant Protection and increase seat belt usage through enforcement activities.
- 4) Develop an activity plan for nationally recognized program mobilizations
- 5) Solicitation of sub-grantees and creation of new community based partnerships.

Results

During the Fiscal 2019, there was minimal activity in Occupant Protection as the coordinator position was not filled; and the VIOHS changed Directors in May. The search for a new coordinator yielded many candidates and one was selected. However, the candidate did not pass the background check and the search continued through the end of the fiscal year.

One outreach activity was conducted during the fiscal year.

- **April 12, 2019 Week of the Young Child at D.C. Canegata Ballpark Christiansted, St. Croix** - Children between the ages of 5 to 12 years old from an assortment of elementary schools gathered to learn of different career agencies. For instance, Department of Agriculture, the Police Department, Education, Sports Park & Recreation, the library, the Fire Department, VIYA telecommunications, and Water and Power Authority (WAPA) demonstrating what it is that each agency does and the service in which they provide. Upon entry at the VIPD/VIOHS'S tent, children were provided with pencils, stickers, As the children exited the tent, they were able to have their picture taken with Buckle a Bear who explained the importance of wearing their seatbelts while in a moving vehicle. Although more geared towards Occupant Protection, this outreach was conducted by the Impaired Driving coordinator.



Fiscal Year 2020 Corrective Measures

- 1) Interviews are being scheduled for potential coordinators for fiscal year 2020. The selected individual will serve as the VIOHS Planner/Coordinator and would facilitate all outreach activities under traffic safety. To gain insight into the program's objectives, hired personnel will attend trainings. Additionally, the selected individual will work diligently to build and expand on the amount of sub grantees.
- 2) The new Coordinator will be charged with re-establishing the program in the territory by soliciting sub-grantees and creating new community and business partners.
- 3) Recruiting newly certified technicians and other community members who attend our presentations and thereby creating a larger number of technicians to assist with the distribution and the correct installation of car seats.
- 4) Coordinated planning of activities for educational outreach, and CPS clinics
- 5) Creating PSA and doing radio spots in conjunction with the VIPD PIO to promote seatbelt safety in the USVI.

Occupant Protection Enforcement- St. Croix

Awarded: \$0.00

Expended: \$0.00

\$402

Due to the lack of submission of enforcement initiative operational plans by the only enforcement agency in the USVI, the VIPD, no Occupant Protection Enforcement project was conducted in the St. Croix district during FY2019.

Fiscal Year 2020 Corrective Measures

The lack of initiatives in FY2019 requires strong and swift action to include but not be limited to these measures for the St. Croix district:

1. Communication and possibly intervention by the Governor of the USVI is needed to convey to the VIPD Traffic Commanders and Police Operations Commissioner (s) is necessary to get enforcement revitalized in the territory.
2. The hiring of a Law Enforcement Liaison to bridge the communication between VIPD and VIOHS.
3. Project preparation and submission by VIOHS staff will be done when operational plans are received to ensure proper project development for faster review and approval by the regional office.
4. Training by VIOHS to VIPD officers and supervisors will continue to ensure that there is clear understanding of the required paperwork submission to ensure timely payment of overtime hours worked on initiatives.
5. Soliciting outside law enforcement agencies and private companies on the US mainland through contractual services to provide the enforcement component if VIPD remains unresponsive to enforcement mandates and challenged by manpower shortages.

Occupant Protection Enforcement STT/STJ

Awarded: \$0.00

Expended: \$0.00

\$402

Due to the lack of submission of enforcement initiative operational plans by the only enforcement agency in the USVI, the VIPD, no Occupant Protection Enforcement project was conducted in the St. Thomas/St. John district during FY2019.

Fiscal Year 2020 Corrective Measures

The lack of initiatives in FY2019 requires strong and swift action to include but not be limited to the same planned measures for the St. Croix district:

- 1) Communication, training and possibly intervention by the Governor of the USVI is needed to convey to the VIPD Traffic Commanders and Police Operations Commissioner (s) is necessary to get enforcement revitalized in the territory.
- 2) The hiring of a Law Enforcement Liaison to bridge the communication between VIPD and VIOHS
- 3) Project preparation and submission by VIOHS staff will be done when operational plans are received to ensure proper project development for faster review and approval by the regional office.
- 4) Training by VIOHS to VIPD officers and supervisors will continue to ensure that there is clear understanding of the required paperwork submission to ensure timely payment of overtime hours worked on initiatives.
- 5) Soliciting outside law enforcement agencies and private companies through contractual services to provide the enforcement component if VIPD remains unresponsive to enforcement mandates and challenged by manpower shortages.

Occupant Protection Public Outreach Campaign, USVI

Awarded: \$193,569.00

Expended: \$86,542.94

§402; FAST ACT 402

The Occupant Protection Public Outreach Campaign was implemented to promote the importance of discourage impaired driving among residents, particularly youth, and visitors to the territory to the decrease or eliminate the incidence of fatalities and serious injuries. The current initiative targeted a captive audience of residents and visitors engaged in utilizing public, commercial and or personal vehicles as a means of transport. The goal of the Impaired Driving Public Outreach Campaign to utilize various media or advertisement outlets, public transportation, the Caribbean Cinemas on both St. Croix and St. Thomas along with graphic art and banners for sponsored events. The local celebrity group and internationally acclaimed Stanley and the Ten Sleepless Nights executed radio commercials geared to encourage all vehicle occupants to wear a seatbelt.

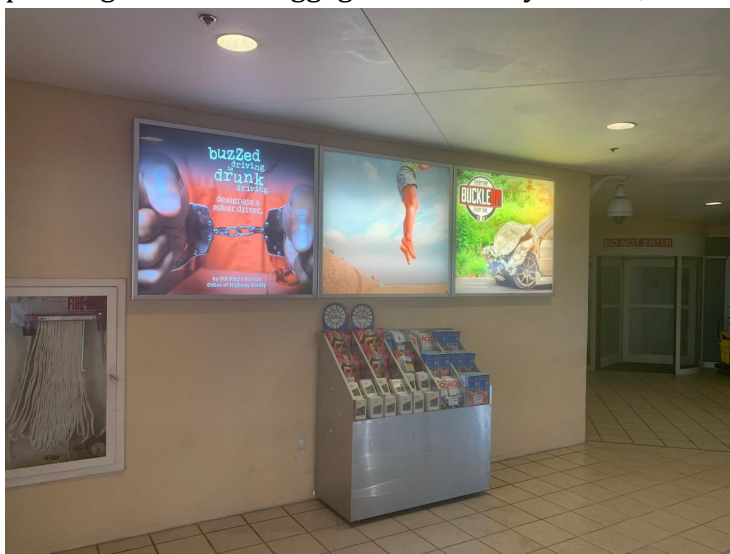
Objectives

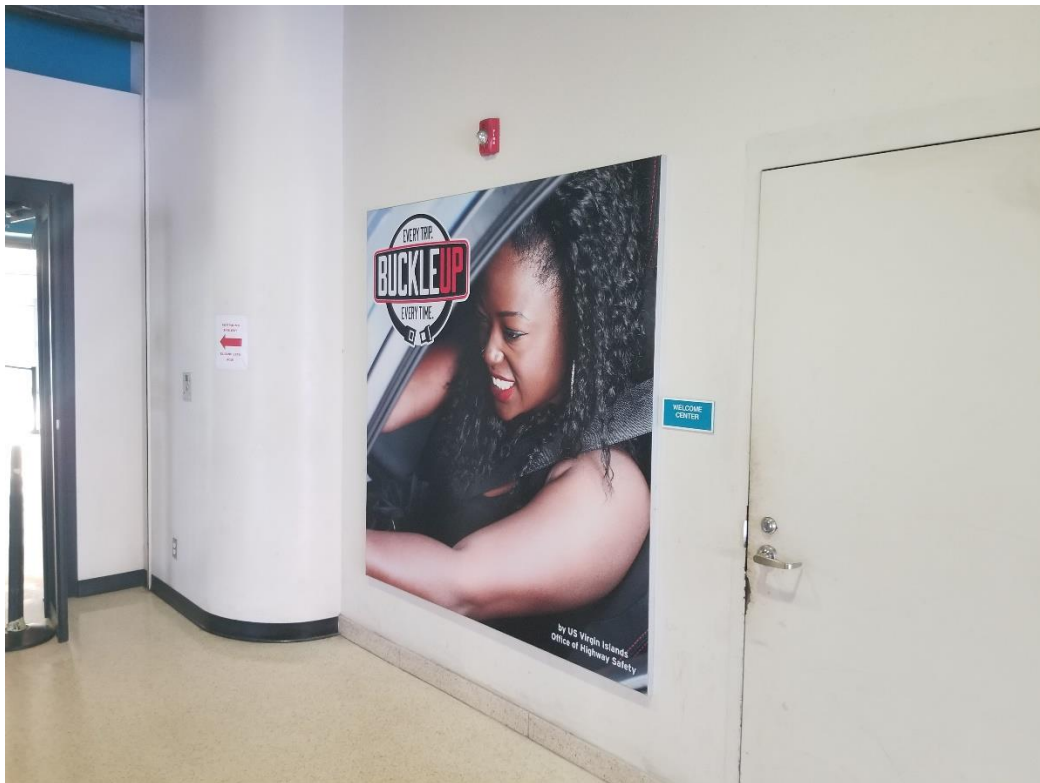
The objective of the *Occupant Protection Media Campaign* is to generate an increase in awareness of seat belt usage based sustained on seat belt enforcement activities, combined with a targeted campaign to ensure the well-being of motorists throughout the Virgin Islands.

Results

The Impaired Driving Public Outreach Campaign successfully completed the following items:

- ✓ Clear Channel Airports displayed advertisements at the Henry E. Rolsen (STX) and Cyril E. King Airport (STT) showing Occupant Protection messages to the Territory's passengers at the baggage area conveyor sites, and waiting areas.





- ✓ The local celebrity and internationally acclaimed group ***Stanley and the Ten Sleepless Nights*** created a local jingle geared towards impaired driving to be used in commercial spots on the AM and FM local radio stations. The jingle was created in the local *quelbe*



Click it Mix wo_ fx
final.mp3

format and was very well received.

- ✓ The messages were also translated into Spanish to reach a larger cross-section of the community



C237-02.mp3

Wearing a seat belt is not just only the law, but can also save your life. Wearing restraints have risen 85% for those involved in accidents, but statistics still prove thousand more lives could have been saved with the remaining majority had they been wearing a seat belt as well. 56% of male fatalities were unrestrained while 43% of female fatalities were unrestrained. The back seat is not any safer with 63% of fatalities occurring in those left unrestrained in the back seat. Best gift you can give your family is YOU! Please be safe. This message brought to you by the United States Virgin Islands of Office Highway Safety.

- ✓ The local cable stations of WEON (FOX US Virgin Islands) and WVGN (NBC US Virgin Islands) also ran the local and NHTSA Occupant Protection ads during the project period.
- ✓ WTJX is a Public Broadcasting Service member television and radio station serving the USVI that delivered commercials relating to occupant protection. Their television studios on St. Thomas and St. Croix were heavily damaged, but WTJX was able to run the jingles on the local PBS-NPR affiliate.

Fiscal Year 2020 Corrective Measures

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

- Utilizing a professional company to navigate all areas of media exposure to maximize the distribution of the benefits of everyone utilizing their seatbelt while in a moving vehicle.
- Advertising in the local theatres and cinemas in both districts.
- Utilizing electronic billboards, VIDFW public buses, and banners to display messages geared to minimizing occupant protection in the territory.

FY 2018/2019 Scientific Seat Belt Survey, USVI

Awarded: \$112,893.76

Expended: \$56,446.88

\$405b

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

Objectives

- The VIOHS will outsource the development and administration of the Annual Seat Belt Survey through a contractor for the calendar years 2018 and 2019.
- The data collection portion of the calendar year's 2018 survey will be completed prior to December 2018 to reflect an accurate annual use rate relative to fiscal year 2018, while the calendar year 2019 survey will follow the National Click It or Ticket Campaign to measure driver behavior during the fiscal year ending September 30, 2019.
- The surveys will be used to evaluate vehicle occupant seat belt usage throughout the Territory, and will further aid in the development of district specific strategies to increase restraint and reduce serious crash injuries.
- The completion of the surveys will adhere to the Final Rule Uniform Criteria established by the Secretary of Transportation, ensuring that the measurements established accurately represent the belted vehicle drivers and front seat passengers on each of the three islands.
- To observe individuals during the respective surveys to represent vehicle drivers of any age or gender and front seat passengers utilizing roadways at specific locations throughout the territory.

Results

- ✓ The vendor chosen for the 2018 survey completed the data collection phase of the project within the scheduled time.
- ✓ During the 1st quarter of the calendar year 2019, the vendor withheld the survey report due to payment issues. Thus VI to miss the submission deadline of March 30, 2019.
- ✓ The USVI was granted an extension for the submittal report to the regional office. The report was submitted in May 2019 and in June was found non-compliant.
- ✓ Although the vendor defended its survey, the VI available funding was reduced by approximately \$146K.
- ✓ The second survey was not able to be started after the national Click It or Ticket It mobilization in September, 2019.
- ✓ The RFP for the 2019 survey was prepared and released and resulted in a vendor being selected to produce the survey.
- ✓ The VIOHS was able to obligate the remaining approved funding to begin the data collection portion of the 2019 survey.

Fiscal Year 2020 Corrective Measures

The problems encountered in FY2019 creates greater challenges for the VI as vendors to perform this type of technical work are not easily accessible for the VI. The VI must look to neighboring Puerto Rico or the US mainland for qualified vendors to perform this critical part of its annual activities. The Requests for Proposals (RFP) for the 2019 and 2020 must be done early to ensure the 2019 report can be submitted before March 30, 2019; and the data collection for the 2020 survey is completed before August 2020.

- Completion of the 2019 Seat Belt Survey RFP and selection of a vendor by October 2019.
- Completion of the contract for the selected vendor before December 27, 2019 for the 2019 survey.
- Completion of data collection before December 27, 2019.
- Submission of the 2019 survey report by before March 15, 2020.
- 2020 survey RFP and vendor selection completed before April 30, 2020. Observational data collection completed by July 2020.
- Submission of completed and certified survey report by September 30, 2020.

Electronic Citation Ticketing System Project, USVI

Awarded: \$1,661,903.71 Expended: \$427,057.00 §FAST ACT 402; MAP21 405c

The implementation of an electronic crash and citation system (Traffic and Criminal Software (TraCS)) which utilizes handheld devices to gather and disseminate crash data electronically will increase accuracy in data collection as well as provide a platform for timely distribution. Utilizing a handheld device as a notation tool will decrease the amount of errors as collected data is immediately reviewed by the system and made readily available for planning, reporting and data analyses. Properly analyzed data will assist in safety improvements to roadways, conduct effective enforcement activities and implement efficient safety campaigns in efforts to save lives territory-wide. Furthermore, the application of TraCS will assist the VIOHS through law enforcement partners and key stakeholders to identify emerging safety issues while ensuring the well-being of motorists throughout the Virgin Islands. The Traffic Records Assessment revealed that through the use of Report Beam, the Virgin Islands met the criteria outlined in the Traffic Records Program Assessment Advisory 15.9% of the time for Citation/Adjudication, 7.3% of the time for EMS/Injury surveillance, 17.9% of the time for Vehicle, 43.8% of the time for Strategic Planning, and 0% of the time for Data Use and Integration.

Utilization of TraCS will allow for accessible data input and access across the following agencies within the Government of the Virgin Islands (GVI): VIOHS, VIPD, the Department of Health (DOH), the Virgin Islands Superior Court (SC), the Office of the Lieutenant Governor (LGO), Bureau of Motor Vehicles (BMV), and the Department of Justice (DOJ). An improvement of data quality to better support the analyses of crash reports and improve the coordination and usability of data for planning, resource allocation, and policy decisions throughout the U.S. Virgin Islands.

Objectives

- To purchase and implement user friendly software for immediate use territory-wide.
- To train law enforcement officers of the VIPD to effectively utilize e-citation software as a data collection and reporting tool.
- To provide to VIOHS, government agencies, and the community timely and accurate access to current and complete traffic data.

Results

The late project submission and approval in September 2018 resulted in the obligation of only the equipment required for the project. However, the project will be updated and added to the FY2020 projects. The equipment was purchased but a concise inventory needs to be maintained.

Fiscal Year 2020 Corrective Measures

The slow start to the project requires a faster pace of activity for FY2020. Enhanced monitoring of this critical project is needed. Successful completion of the project will be based on:

1. Careful and strict monitoring of all equipment purchased including delivery dates, item counts, tracking of item location and status of operation
2. Software installation before May 2020.
3. Training of all users and VIOHS staff
4. Evaluations of the software use, interface capabilities and maintenance.
5. Installation of a dedicated VIOHS server for data storage.

Law Enforcement Liaison (LEL), USVI

Awarded: \$8,372.00

Expended: \$0.00

\$402

The VIOHS depends on the VIPD for the enforcement arm of its traffic safety plan. Because there are no dedicated Office of Highway Safety officers, enforcement initiatives are dependent on the availability of officers assigned to the Traffic and Patrol Bureaus. This does not always work to the benefit of the VIOHS. During FY2017 and FY2018, VIPD conducted minimal enforcement initiatives for Impaired Driving and Occupant Protection. There was zero funded initiatives FY2019. This does not reflect positively on the VIOHS and its mandate to promote traffic safety.

The expansion of highway safety programs remains critical to the success of the VIOHS. Efforts to promote highway safety compliance through satisfying mandates, adherence to grant guidelines, and the need to effectively coordinate activities to ensure the collection of data has been identified as a key component in meeting expected performance threshold as prescribed by NHTSA. Of utmost interest is the need to identify data to set performance targets, plan effective initiatives and develop opportunities to revamp such programs as the output received from *enforcement* activities. According to the Eight Edition of the Highway Safety Countermeasures Guide for State Highway Safety Offices, the effective management of the VIOHS' programs' mandates relies on a variety of components to include the coordination of initiatives, *enforcement activities* and grant management to include that of program expansion efforts; a Law Enforcement Liaison (LEL) focused on Police Traffic Services (PTS) would ensure the success and the development of the VIOHS strategic plan in the area of *enforcement*.

Objectives

The LEL will fulfill the role of the representative of the VIOHS in efforts to create, monitor and ensure a seamless enforcement plan which encompasses and combines all *enforcement* efforts and training opportunities under PTS.

The LEL would be responsible for encouraging law enforcement to participate in traffic safety initiatives such as overtime enforcement of traffic safety laws.

The LEL will work alongside the Director to ensure the success of the planned enforcement, assist with feedback for assessing the success of planned initiatives while establishing the individual objectives of PTS activities. Additional responsibilities will include long and short-range program planning, grant development, budget development and oversight. Fulfilling the role of a VIOHS Coordinator, the LEL should possess the technical aptitude to aid sub-grantees, staff and the law enforcement community.

The Law Enforcement Liaison (LEL) for the Police Traffic Services program will also monitor section activities pertaining to enforcements to ensure each section is operating efficiently and support the overall objectives of the VIOHS.

Results

- The VIOHS was unable to hire the planned retired candidate as the USVI Government Retirement System laws planned to change in October 2019 and the candidate would have had to forfeit his retirement if he agreed to be hired.

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Fiscal Year 2020 Corrective Measures

- 1) Solicit potential candidates through RFP by January 30, 2020.
- 2) Coordinate meetings between the LEL and the VIPD
- 3) Prepare operational plans for all national initiatives, local carnivals and other related events in the territory.
- 4) Prepare project applications for the PTS and high visibility portion of the approved FY2020 HSP.

Traffic Records Management, USVI

Awarded: \$112,554.00

Expended: \$5,916.30

\$402

The Traffic Records Coordinating Committee is a conglomerate of GVI agencies which collaborate and cooperate with an aim to enhancing and maintaining the territory's Traffic Record System's timeliness, accuracy, completeness, uniformity, integration and accessibility. The Traffic Record System is made up of six primary components - Crash, Driver, Vehicle, Roadway, Citation/Adjudication and Injury Surveillance/EMS. The following agencies were selected to be a part of the TRCC due to their relations with one or more of the six components of the traffic records systems:

- Virgin Islands Office of Highway Safety
- Virgin Islands Police Department
- Virgin Island Department of Health
- Virgin Islands Bureau of Motor Vehicles
- Virgin Islands Department of Justice
- Virgin Islands Department of Public Works
- Lieutenant Governor's Office
- Government Office Liaison
- Superior Court of the Virgin Islands

With the help of the TRCC, the traffic records coordinator is tasked with ensuring that the territory is using effective data collection, storage and analysis to implement data-driven highway safety projects.

Objectives

- Gain acquaintance with program's purpose/objective, the crash data system (Report Beam) and, current available information.
- Formulate the TRCC and coordinate its' quarterly meetings.
- Provide follow up, technical assistance and evaluate performance of TraCS system while working closely with the VIPD's MIS director Kishauna Tweede.
- Create the Traffic Record Strategic Plan for inclusion in the Highway Safety Plan.
- Provide a systematic outline for responding to the recommendation presented in the FY17 NHTSA assessment.

Results

- The Virgin Islands Office of Highway Safety Traffic Records Management Program hired a Coordinator to manage this program at the end of the 4th quarter of FY19.
- Though the coordinator's onboarding was late in the fiscal year, the Program Coordinator began working towards accomplishing the goals of the program as defined in the FY19 HSP. The coordinator became familiar with the program's purpose/objectives by reading past HSP's and relating sections of the U.S. Code of Federal Regulations.
- Familiarity with Report Beam and current available information was acknowledged

after the Coordinator participated in two separate tours of Report Beam from VIPD's MIS Director Tweede and Captain Jarvis which uses Report Beam frequently.

- The Coordinator continues to oversee the data entry of the VIPD traffic citations to obtain reliable data for use by the VIOHS.

Fiscal Year 2020 Corrective Measures

- 1) The Traffic Record Analyst has already embarked on the reestablishing the TRCC.
- 2) The MOU has been drafted and is currently being reviewed. The participating agencies and potential member have been decided.
- 3) Crash data for FY17, FY18 and FY19 are being gathered, researched and analyzed by the analyst for producing statistical reports.
- 4) The implementation schedule of the TraCS system is being tracked continuously. The contract for the vendor is currently being drafted by the VIPD attorney.
- 5) To ensure a strategic response to NHTSA's recommendations in the FY2017 assessment, the coordinator will work with the TRCC to develop an effective Traffic Records Strategic Plan.

List of Acronyms

AA	Alcoholics Anonymous
ADA	Americans with Disabilities Act
BMV	Bureau of Motor Vehicles
CPS	Child Passenger Safety
DUI	Driving Under the Influence
EMS	Emergency Medical Services
FAST	Fixing America's Surface Transportation Act
FY	Fiscal Year
GHSA	Governor Highway Safety Association
GVI	Government of the Virgin Islands
HSP	Highway Safety Plan
MAP-21	Moving Ahead for Progress in the 21st Century Act
MIS	Management Information Systems
MMUCC	Model Minimum Uniform Crash Criteria
MR	Management Review
NHTSA	National Highway Traffic Safety Administration
OMB	Office of Management and Budget
OP	Occupant Protection
P & A	Planning and Administration
PIO	Public Information Officer
PSA	Public Service Announcement
SFST	Standardized Field Sobriety Test
STJ	St. John
STT	St. Thomas
STX	St. Croix
TRCC	Traffic Records Coordinating Committee
USVI	United States Virgin Islands
VI	Virgin Islands
VIDHS	Virgin Islands Department of Human Services
VIDPW	Virgin Islands Department of Public Works
VIEMS	Virgin Islands Emergency Medical Services
VIOHS	Virgin Islands Office of Highway Safety
VIPD	Virgin Islands Police Department

