

# HIGHWAY SAFETY PLAN EVALUATION

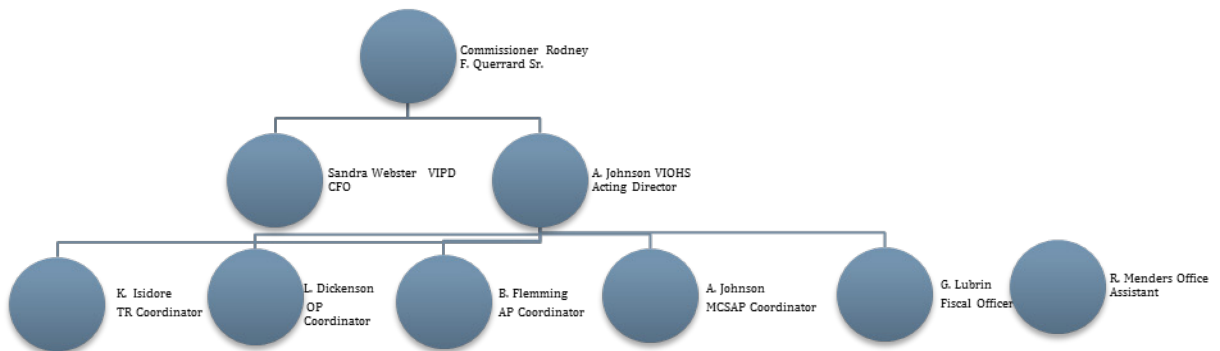
FY 2014  
ANNUAL REPORT

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## Virgin Islands Police Department – VIOHS Hierarchical Chart



## MISSION

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

## EXECUTIVE SUMMARY

The Highway Safety Act of 1970 established National Highway Traffic Safety Association (NHTSA) is dedicated to achieving the highest standards of excellence in motor vehicle and highway safety. Pursuant to the approval of the Virgin Islands Senate, legislation was passed making the Virgin Islands Office of Highway Safety (VIOHS) responsible for developing and implementing, on behalf of the Governor of the Virgin Islands, the Virgin Islands Highway Safety program. To achieve our mission, the VIOHS promotes territory traffic safety programs through education, and enforcement activities and behavior modification by administering and coordinating funding for the three districts, St. Croix, St. Thomas, and St. John.

The VIOHS manages grant dollars from NHTSA in partnership with public and private entities, highway safety programs are developed and implemented to reduce traffic crashes and subsequent deaths, injuries and property damage. These programs include strategies associated with traffic enforcement, public education and awareness, media campaign and community interaction. Programs can be far reaching and part of an over-all approach or they can be specific short-term approaches.

The Federal Fiscal year (FFY) 2013 Highway Safety Plan (HSP) addressed the national priority program areas of the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHSA). The following areas were addressed by the VIOHS in FFY 2013, Territorial Safety Programs known as §402, §405 and §408, with §402 being the primary source of funding for these initiatives, to the territory. Progress in meeting our objectives, and strategies is measured based on nine legally required (23CFR1200.10 (a) (1)) core performance measures, one (1) behavior measure and four (4) activity performance measures. See table page 2.

The primary function of the VIOHS includes:

- Administration – Includes the management of federal highway safety funds (§402, §405 and §408) and local funds (non matching), the distribution of these funds to sub-grantee agencies, and preparation of the annual Highway Safety Plan and Highway Safety Plan Evaluations.
- Problem Identification – Includes identification of actual and potential traffic hazards and the development of effective countermeasures.
- Monitoring and Evaluation – Includes monitoring initiatives that impact highway safety and evaluation of the effectiveness of approved safety projects.

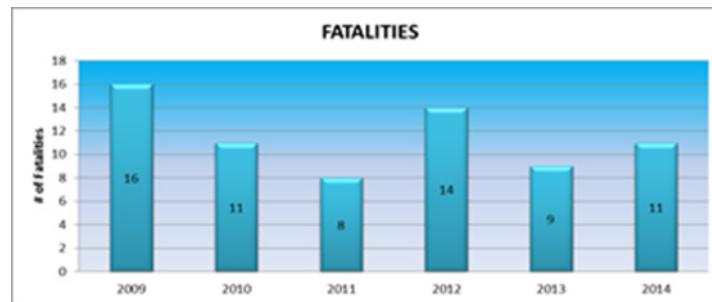
## Core Performance Measures

Measure	Baseline(from HSP)	Target/goal (from HSP)	Current FY 2014
Traffic Fatalities	13	8	11
Serious Injuries	13	7	12
Fatalities/VMT	N/A	N/A	N/A
Unrestrained occupant fatalities	4	3	5
Impaired driving/riding fatalities	2	2	0
Speeding-related Fatalities	5	3	5
Motorcyclist Fatalities	3	3	1
Unhelmeted Motorcyclist Fatalities	1	0	0
Drivers <21 involved in fatal crashes	0	0	2
Pedestrian Fatalities	4	4	3
Observed seat belt use	76.8 %		Pending
Seat belt citations issued during grant-funded enforcement activities	<b>LEAVE BLANK</b>		472
Impaired driving arrests made during grant-funded enforcement activities			16
Speeding citations issued during grant-funded enforcement activities			n/a

## OTHER PERFORMANCE MEASURES

The process of setting traffic safety improvement goals and their measurements begins with the gathering of traffic data. In the fifteen (15) activities performance measures areas data is gathered and analyzed for the five (5) more recent years available. Additionally recent performance and trends are analyzed. Trends from the previous two years are looked at more closely. Some obvious questions are asked. Are the more recent years trending up or down to a greater or lesser degree? Goals are also influenced by the size and magnitude of the programs that are being put in place to address the goals.

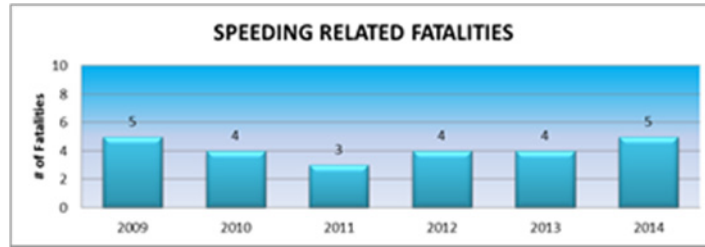
1. To decrease traffic fatalities (vehicles) by thirty-eight point four six percent (38.46%) from the 2013 calendar base year average of thirteen (13) to eight (8) using a performance measure of total number of traffic fatalities. This goal was not met as there was only a decrease of fifteen point three eight percent (15.38%)



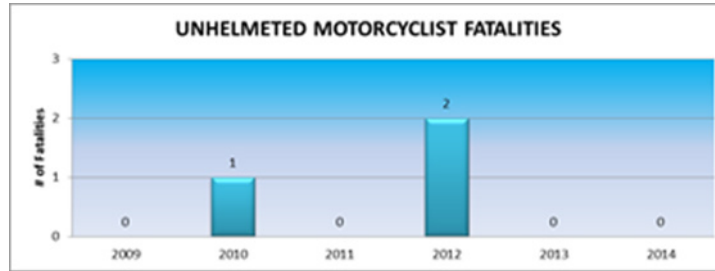
2. To decrease serious traffic injuries by forty-six point one five percent (46.15%) from the 2013 base year average of thirteen (13) to seven (7) using a performance measure of total number of serious injuries. This goal was not met as there was only a decrease of seven point six nine percent (7.69%)



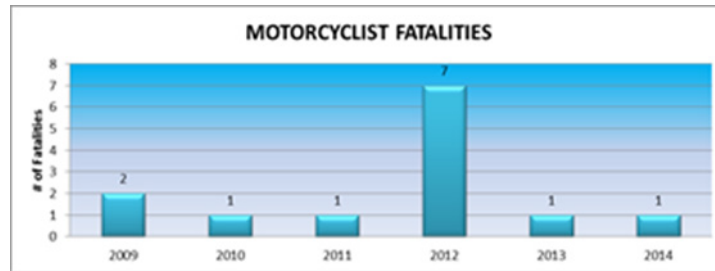
3. To decrease speeding-related fatalities by forty percent (40%) from the 2013 base year average of five (5) to three (3) using the performance measure of a total number of speeding-related fatalities. This goal was not met as there was an increase of forty percent (40%).



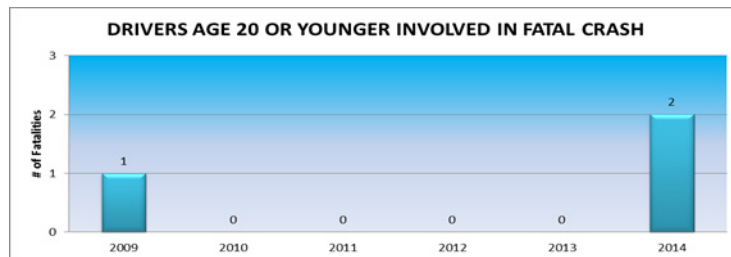
4. To decrease the number of unhelmeted motorcycle fatalities by 100% at one to zero based on the previous calendar year.



5. To maintain the number of Motorcyclist Fatalities at three (3) based on the baseline calendar year. This goal was met and had a reduction of sixty-six percent (66%) by reducing the number from three (3) to one (1).



6. To maintain the number of drivers age twenty-one (21) or younger involved in fatal crashes of zero (0), from the base line calendar year 2013. This goal was not met, as there was an increase of 40% from moving the fatalities from zero (0) to two (2).



**PROJECT CONTRIBUTIONS TO MEETING HIGHWAY SAFETY TARGETS**

**Planning and Administration – USVI**

**Awarded:** \$191,899.60 (approx.)                      **Expended:** \$5,538.78 (approx.)                      **\$402**

Highway Safety project funded in the USVI supervises three (3) program coordinators by funding source \$402, \$405, and \$408 for FY 2014.

*Objectives*

- To provide leadership and resources for the development and implementation of the traffic safety programs during Fiscal Year 2014.
- To attend trainings, conferences, and webinars during Fiscal Year 2014 that would enhance the overall job performance of the OHS as stipulated by the National Highway Traffic Safety Administration (NHTSA)
- To conduct at least 6 media events to publicize all locals and national enforcement initiatives whether or not they are funded by VIOHS by September 30, 2014.
- To produce timely, accurate and complete plans and reports for the Highway Safety Office.
- Financial information and program oversight will be provided to all coordinators and sub grantees.

*Results:*

The VIOHS Planning and Administration was not able to meet any of the goals during the Fiscal Year. The budgets were placed on line too late, and the previous Administrator resigned on July 25, 2014, leaving insufficient time to move forward.

*Performance Measures*

None of the performance measures were met.

**Alcohol Safety Program – USVI**

**Awarded:** \$103,303.90                      **Expended:** \$55,488.87                      **\$402**

The Alcohol Safety (management) Project has the goal of educating and disseminating information about the dangers of drinking and driving. During FY14, this program intended to focus on the areas of prevention and intervention. Strategic plans were implemented based on the overall mission and vision of the OHS in conjunction with the Uniform Guidelines (Map-21) for State Highway Safety Programs.

*Problem Statement*

*The table below represents a picture of the alcohol-related traffic crashes, arrests, injuries and fatalities in the Virgin Islands during Calendar Years 2009 to 2014. While the number of DUI crashes and fatalities increased in 2013, there were decreases to 93 and 0 respectively in 2014. However, injuries showed an increase of 24 (70 in 2014 from 46 in 2013). Nonetheless, DUI arrests in 2013 showed a significant decrease of 79 (184 in 2013 to 105 in 2014).*

Table - Alcohol-Related Crashes /Arrests/Injuries/Fatalities



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	2009	2010	2011	2012	2013	2014 January to September
# of DUI Crashes	62	67	107	84	116	93
# of DUI Arrests	151	169	223	197	184	105
# of DUI Injuries	48	37	51	47	46	70
# of DUI Fatalities	2	0	0	4	3	0

Source: ReportBeam

In an effort to reduce impaired driving crashes and injuries for Fiscal Year 2015 with funding from the Virgin Islands Office of Highway Safety, the Virgin Islands Police Department will continue to conduct various activities such as alcohol enforcement and crackdown initiatives.

*Objectives*

**1a:** To have conducted four (4) On-Site Monitoring by the end of FY13 evaluating the effectiveness and efficiency of the Alcohol projects, and to reporting the findings.

**1b:** To have advised project managers on policies and procedures concerning their projects; and on costs that are allowable and non-allowable during FY 13.

**2:** To have conducted year-round Public Information and Education within the Territory through local and national initiatives for FY 13 by focusing on the adult population.

**3:** To have attended mandatory trainings and conferences during FY 13 that would continue to enhance the overall job performance of the Alcohol Safety Coordinator as stipulated by (NHTSA).

**4:** To have increased drunk driving awareness amongst the youth and pregnant and breast-feeding women in the Territory's high school by September 30, 2013.

*Accomplished Objectives*

**Objective 1a:** The onsite monitoring activity was not conducted due to late project starts. However, for 2015 grant year, plans are in place for a successful monitoring activity of all grant projects.

**Objective 1b:** This objective was met. Technical assistance was given to the sub-grantees during the 2014 grant year. The Traffic Commanders were assisted on report preparations for both local and national mobilizations; and they were assisted on the preparations of their respective 2015 grant applications.

**Objective 1c:** Since the on-site monitoring activity was not conducted, there were no reports prepared for the said activity.

**Objective 2:** This objective was met. National Drunk and Drugged Driving (3D) month – This enforcement mobilization was conducted with the goal of increasing public awareness on drunk driving during the holiday

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and festival seasons. There were a number of Public Service Announcements (PSAs) conducted via radio and television stations in the Virgin Islands to promote drunk driving awareness; banners with alcohol safety messages were placed at strategic locations; and the Virgin Islands Police Department conducted Driving under the Influence (DUI) checkpoints and saturation patrols on drunk driving.

Labor Day National Mobilization Crackdown on Impaired Driving - Banners played a vital role during the 2014 Labor Day National Crackdown on drunk driving by promoting safety messages to remind the public that drunk driving prevention is better than a cure. Also, enforcement mobilization was conducted in the Territory and citations were given to motorists that did not adhere to the slogan, "Drive Sober or Get Pulled Over".

Public Information and Education created more awareness on the dangers and consequences of drunk driving and underage drinking. A press conference was conducted during Impaired Driving National Mobilization for Labor Day. Media coverage of the national mobilization was run through the local newspapers, *Take Twelve* magazine and an online newspaper source.

**Objective 3:** This objective was not met. This was due to funds not placed on the Government's financial system in a timely manner. Thus, the alcohol coordinator was unable to attend program and fiscal trainings.

**Objective 4:** Alcohol Awareness Month (April 2014) activities were conducted in May 2014 due to a Highway Safety Office Coordinators' Meeting which was planned for April 2014 in White Plains, New York. Further, the pregnant and breast-feeding women at the Early Headstart Program expressed their appreciation of the Fetal Alcohol Syndrome (FAS) and drunk driving prevention presentations given by the Alcohol Safety Coordinator. Both public and private high schools along with pregnant and breast-feeding mothers received underage drinking and drunk driving prevention presentations. Brochures and booklets on alcohol and DUI prevention were distributed to both the youth and adult population during a Health Fair and Red Ribbon Alcohol and Drug prevention initiatives at the University of the Virgin Islands.

The project paid for the following media services: a) **WTJX Magazine** Advertisements (**12 printed - one (1) per month**) for National and Local Mobilizations and Enforcements and Crackdowns on Impaired Driving. The magazine, *Take Twelve*, is printed monthly by the development team at WTJX Public Television System and distributed amongst all four (4) of the US Virgin Islands; b) **VI Source** this Online media outlet is also utilized for local activities such as presentations to all high schools in the Territory during Alcohol Awareness Month as well as for other community events such as drunk driving awareness workshops and seminars; and c) the **Local Newspapers** - The St. Croix Avis Newspaper and the St. Thomas Daily News (the only two newspaper companies in the Virgin Islands).

#### *Performance Measures*

Performance Measures achieved were one (1) onsite monitoring of (3) three alcohol projects ensuring the sub-grantee had followed through with their implementation plans; six (6) presentations conducted at public and private High Schools, collaboration on other alcohol prevention projects with nonprofit, and community organizations; and dissemination of educational information on the dangers of drunk driving via booklets, pamphlets and banners. Press Conferences and other media events related to Impaired Driving National Mobilizations and initiatives were planned; however funding was not available.

#### *FY 15 Corrective Initiatives*

Effective program monitoring and site visits for the new Fiscal Year will ensure that program goals and objectives are met.

### **Alcohol Enforcement – St. Croix, USVI**

**Awarded:** \$308,153.07

**Expended:** \$7,265.40

**§402**

The Traffic Investigation Bureau (TIB) is an entity within the VIPD, with the goal of providing for safe roads and highways for all who use them. The goal is to reduce the amount of crashes and traffic violations through aggressive traffic enforcement initiatives and media announcements.

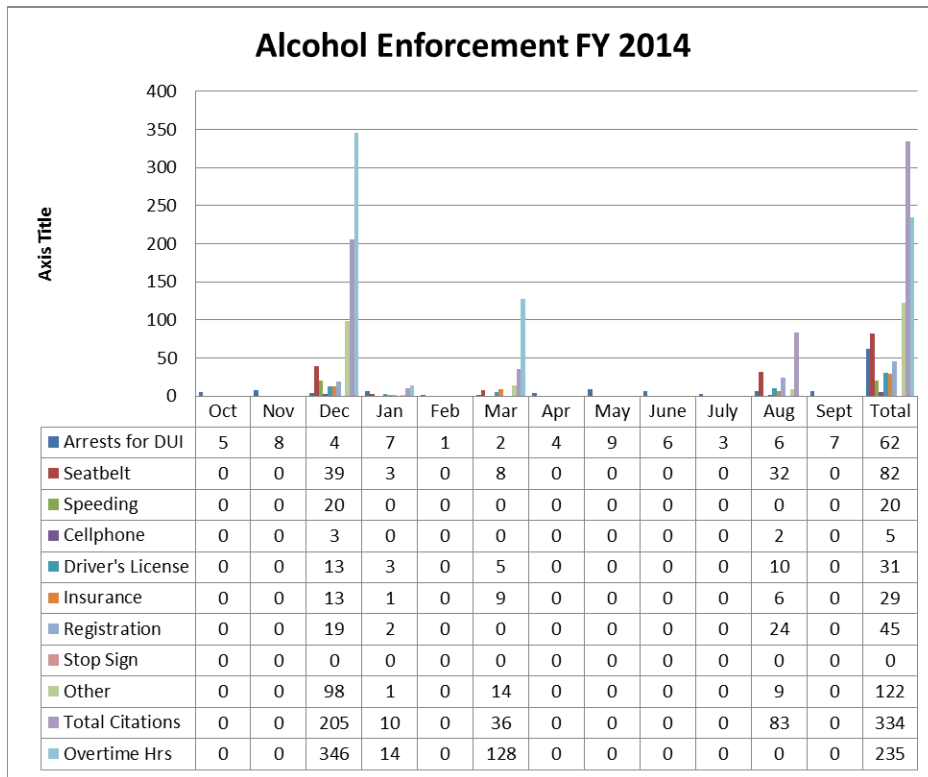
#### *Problem Statement*

The overall goals for the Alcohol Enforcement Initiatives are to meet all the objectives. This will be done by increasing the number of DUI arrests by 100% to aid in the removal of DUI offenders from the roads of St Croix via DUI Checkpoints and Saturation Patrols. Educate the public on the dangers of driving under the influence of alcohol and drugs and the consequences. Also to have officers trained as DUI Instructors so that they can teach the Standardize Field Sobriety Tests, operate and maintain the Intoximeter EC/IR II and complete Drug Recognition Expert Training.

#### *Objective*

Considering the steady increase of DUI arrest from FY2009 to FY 2013, initiatives for FY2014 include DUI Checkpoints and Saturation Patrols throughout the island of St. Croix during the National Highway Traffic Safety's Mobilization scheduled dates and during local holidays as sustained enforcement initiatives. Further, two Intoximeters EC/IR were purchased previously to process drunk drivers; thereby expediting the arrest of DUI offenders. Officers from Zones C, B and Special operations Bureau were trained to operate the Intoximeters.

*Accomplished Objective*



*Performance Measures*

**Objective 1:** This goal was not met. A total of three (3) DUI checkpoints were conducted for national and local initiatives instead of the proposed 24 checkpoints. Additionally, saturation patrols were conducted on Northside Road, Queen Mary Highway, Melvin H. Evans Highway, East End Road, Southshore Road on St. Croix. These areas were shown to have a high degree of DUI crashes or arrests through stats such as the ones mentioned in the above chart. Consequently, there was a decrease in participation of most police officers.

**Objective2:** This goal was met. The Labor Day National Mobilization press conference was attended. Other public awareness activities were coordinated through press releases, fliers, brochures and banners.

**Objective 3:** This goal was not met. Attempts were made by the Traffic Commander to send police officers on trainings for DUI instructor and intoximeter preparation and maintenance. Funding was not available on the Government's financial system.

**Objective 4:** The ARIDE training was cancelled. Thus, the intended fifteen officers were not trained.

*FY 15 Corrective Initiatives*

Training to be conducted for the upcoming year will be completed to ensure that all goals are met.

**Alcohol Enforcement – St. Thomas, USVI**

**Awarded:** \$64,844.25

**Expended:** \$9,7100.54

**\$402**

*Problem Statement*

To enforce D.U.I. compliance, the Virgin Islands Police Department Traffic Bureau conducted Alcohol Enforcement Initiative check points throughout the St. Thomas/St. John District. In addition, we monitored roadways in the vicinity of local clubs, bars and restaurants that serve alcohol to drivers.

As a countermeasure to violations, officers conducted check points between the hours of 8:00 pm – 4:00 am. These scheduled check points were conducted during the National Highway Traffic Safety’s Mobilization Scheduled dates for the Fiscal Year and during local holidays as sustained enforcement initiatives.

The Traffic Bureau distributed informational material which was geared towards expanding knowledge on the dangers and consequences of driving under the influence. The Virgin Islands Police Department also partnered with the Virgin Islands Office of Highway Safety to conduct Public Information Announcements and participated in radio talk shows to inform and educate the public about the dangers and consequences of operating a vehicle under the influence of alcohol and/or drugs.

*Objectives*

The overall objectives for Fiscal Year 2014 include 1) decreasing the number of DUI crashes from 48 to 44 by 10%; 2) increasing public awareness and education of motorist during national mobilizations; and 3) training fifteen sworn officers conducting DUI enforcement on Standardized Field Sobriety Test and Advanced Roadside Impaired Driving Enforcement.

*Accomplished Objective*

<b>ST. THOMAS/ST. JOHN DUI ARRESTS</b>				
<b>MONTH</b>	<b>MALE</b>	<b>FEMALE</b>	<b>TOTAL</b>	<b>CRASH</b>
<b>OCT</b>	6	2	8	6
<b>NOV</b>	7	2	9	8
<b>DEC</b>	8	2	10	8
<b>JAN</b>	5	0	5	3
<b>FEB</b>	4	0	4	4
<b>MAR</b>	9	3	12	9
<b>APR</b>	6	1	7	7
<b>MAY</b>	6	0	6	6
<b>JUN</b>	5	0	5	5
<b>JUL</b>	12	4	16	10
<b>AUG</b>	9	3	12	10
<b>SEP</b>	6	1	7	5
<b>TOTAL</b>	<b>83</b>	<b>18</b>	<b>101</b>	<b>81</b>

*Performance Measures*

**Objective #1:** This objective was not met. There were eighty eight (88) recorded DUI crashes in FY 2014. This is a seven percent (8%) decrease in DUI crashes from FY 2013 which were ninety six (96) recorded DUI crashes.

**Objective #2:** There were a total of twelve (12) radio show appearances, one (1) press conference and numerous press releases. Also over three hundred informational brochures were disseminated to the public on

each enforcement initiative. A DUI presentation was conducted at the UVI Fitness Center where a presentation on how alcohol affects the human body and the ability to operate a vehicle safely was conducted.

**Objective #3:** Fifteen (15) officers were successfully trained on the detection, administration of the Standardized Field Sobriety Tests and the documentation of impaired driving. DUI Screening Procedures field notes book was issued to each officer.

*FY 15 Corrective Initiatives*

Timely appropriation of funding and effective monitoring of program initiatives will ensure completion of program goals and objectives for the Fiscal Year.

**DUI Offender Risk Reduction**

**Awarded:** \$23,651.00

**Expended:** \$5,291

**\$402**

The project will use the PRIME For Life ® (PFL) curriculum which is a motivational intervention and has been used primarily among court-referred impaired driving offenders. This project will be targeting approximately 100 DUI offenders to complete the two treatment programs. The majority of participants will be referred through the court system. However the classes are also opened to other members of the community with similar problems as those referred by the court. The program will be implemented in English and Spanish by trained instructors through the use of videos and printed materials. Upon admittance into the Program, participants will complete a needs assessment, pre-course test and at the end of cycle, a post-course test to measure participants' grasp of the concepts taught.

*Problem Statement*

The need for an intervention with DUI offenders is supported by the table below:

**DUI ARREST, RELATED INJURIES, CRASHES AND FATALITIES ON ST. CROIX**

Fiscal Year	ARREST	RELATED CRASHES	RELATED INJURIES	FATALITIES
<b>2010</b>	169	67	37	0
<b>2011</b>	223	107	51	0
<b>2012</b>	197	83	47	4
<b>2013</b>	190	96	19	4

This information was obtained from the V.I. Office of Highway Safety Traffic Records information: Traffic Crash Reporting Database (Report Beam).

*Objective*

The FY 2014 objectives include 1) determining the type of care/treatment needed for each offender based on completed need assessments; 2) utilizing material developed by PFL and other resources to impart critical

information about the dangers of driving while under the influence of alcohol and/or drug use; 3) addressing addiction issues of DUI Offenders who have already completed the DUI class.

#### *Accomplished Objectives*

St. Croix Mission Outreach, Inc. have selected and trained five (5) facilitators with Prime for Life and Prime Solution. All the training materials were ordered and shipped on time for the training. All the requested information needed to proceed with the processing of invoices was submitted to Highway Safety. St. Croix Mission Outreach, Inc. received and forwarded Purchase Orders to three vendors and has placed orders for supplies in preparation of DUI class commencement.

#### *Performance Measures*

**Objective 1:** This goal was not met. Due to late approval and availability of funds on the Government's financial system, DUI offender classes were postponed.

**Objective 2:** This goal was met. The material was purchased and community resources were already gathered in preparation of the DUI offender classes.

**Objective 3:** This goal was not met. The DUI offender out-patient classes were postponed.

#### *FY 15 Corrective Initiatives*

This project focused on motivational intervention for court-referred impaired driving offenders on St. Croix. The project will be offered in English and Spanish through the use of videos and printed materials in 5-week cycles, 2 sessions per week with a time duration of 2 hours per session. The aim will be for participants at the end of the 5-week cycle to demonstrate a change in attitude and behavior and be able to make conscious decisions not to drive after using alcohol and/or other drugs. This 2015 project will be a continuation of the FY2014 project which was awarded late and did not begin activities until August 2014.

## Occupant Protection Management, USVI

**Awarded:** \$278,435.00

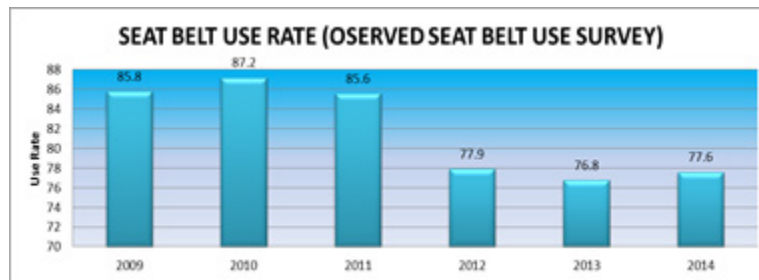
**Expended:** \$187,043.62 (approx.)

**\$405**

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.

### *Problem Statement:*

Over the past three years, the seat belt usage rate has dropped significantly from eighty seven point two percent (87.2%) in 2010 to seventy six point eight percent (76.8%) in 2013 due to non- seat belt usage. There has been a growing concern throughout the community for children not being properly restrained from birth when riding in motor vehicles, and when observed the officers of the Virgin Islands Police Department are still not wearing their seat belts when operating police vehicles, because they still refer to the exemption of emergency vehicles in the Seat Belt law as a reason to not wear their seat belts. Though the Traffic commanders conduct initiatives throughout the year, there is still more enforcement that needs to be conducted to help with increasing the seat belt usage rate.



### *Objectives*

1. Conduct monitoring four (4) on-site and /or via telephone.
2. To increase the seat belt usage rate by three percent (3%) by 2013.
3. To increase the number of CPS instructors from four (4) to six (6), with one (1) lead instructor. This would enable the territory to have more child passenger technician training without utilizing an off island lead instructor.
4. Conduct safety seat clinics and seat checks in the territory and during mobilizations during FY 2013.
5. Develop a comprehensive media plan and execute all activities listed in the plan by January 2013.

### *Accomplished Objectives*

In 2014, the Occupant Protection program set five direct and valid goals to ensure that the public would understand the programs specific interest in traffic safety. With continuous training, program monitoring of sub grantees and aggressive media campaigns, our efforts should be reflected throughout the community with the increased use of car seats and child restraints.

Our office has collaborated with many community organizations to ensure that the safety message of buckling up on every trip, every time is resonated. Our community partnership has increased with non-profit and



government organization to include, all the Rotary clubs on St. Croix, the Queen Louise Home for Children, the Headstart programs (especially Williams Delight, Marley and Fredriksted), just to name a few. Through these organizations, we were able to conduct presentations to encourage public awareness, provide current information of new trends in child passenger and highway safety and give insight on why vehicular restraints are so important.

The Evelyn M. Williams Elementary School has adopted our program and has continued to sought us out for demonstrations, presentations, Literacy Day and career day activities, in which the Occupant Protection coordinator was able to compare her job of writing and reviewing grants similar to the steps taken in preparing a science project.

Parents, caregiver and other community partners have realized the importance of car restraints and have been actively in contact with the office to utilize our Loaner Program to borrow car and booster seats throughout the year. This year we loaned 30 car and booster seats to parents and grandparents for visiting friends and grandchildren. As the years have progressed, a great demand for the Loan program has increased

The program was also able to certify 21 new technicians, with 9 coming from the St. Thomas/ St. John district and 12 from the St. Croix district. There was one individual, Joseph Cranston, came to the class hoping to seek more knowledge so that he could be ready for his first born. He surely grasped all the information that was being provided because he had a perfect score in skills evaluations and written exams.

#### **SEAT BELT USAGE**

In 2011, the territory's rate was 85.6%, higher than the national of that year which was at 84%. However, based on the 2013 survey this rate has again decreased to 76.8% from the 2012 rate of 77.9%. The decline in these rates can be largely contributed to the lack of timely funding to continue ongoing seat belt enforcement throughout the territory. The decline can also be seen in male and female belt usage behavior, in which 76.2% of male drivers were unlikely to wear seatbelts to 84.7% of their female counterparts territory wide. Though there has been a decrease in most areas of seat belt usage, the most significant increase in the number of belted drivers in 2013 has been on St. John, from 80.9% to 86.9%.

We are anticipating in 2015, with timely funding to ensure that enforcement activities occur and an aggressive media campaign, that the territory will surpass the 2012 usage rate of 86%. It is anticipated that our 2013 usage rate will be closer to our 2011 rate of 85.6% compared to the 2012 rate of 77.9%.

#### **MONITORING**

There were four onsite monitoring conducted during 2014 for each program, however, due to the unavailability of funding to conduct mobilizations, most of the monitoring conducted were utilized to discuss areas on the islands that police observed with the heaviest violators of the seat belt law as well as plans to incorporate more Occupant protection activities to ensure that the enforcement message of buckle up or get cited is resonated throughout the territory.

#### *Performance Measures*

This year the Occupant protection was faced with many challenges, to include late encumbrances to conduct the annual scientific seat belt survey as well as funds not being available to conduct enforcement activities. The enforcement operational plan submitted could not be executed in its entirety because funds were not being disbursed. There were activities conducted a few days in June, July, August and most of September and only a few days of Click it or Ticket was conducted.

The program attempted to begin the car seat program in the Juan F. Luis Hospital again, however, due to the massive hospital layoffs the hospital is short staffed and many of the workers who were technicians were amongst those that were laid off.

We were very disappointed that we were not able to purchase the Buckle Bear costume in the 2014 grant year. This was mainly because the vendor could not provide the proper documentation to ensure that an active vendor account could be set up with the Department of Property and Procurement. Therefore, some of our planned activities that included Buckle Bear would have to be revisited for 2015.

#### *FY 14 Corrective Initiatives*

In 2015, the Occupant Protection program plans to seek entrance into the Maternal and Child Health Clinics and the Juan F. Luis Hospital to target pregnant mothers about the importance of car restraint use. We surmise that our seatbelt usage rate will again be in the high 80 percentile by conducting more clinics and presentations territory-wide and have planned to start the seat belt survey contract in January 2015 to ensure that it is conducted along with other states and territories. We also plan to participate, with the help of Buckle Bear, in the 2015 St. Croix Christmas Carnival, which draws over 50,000 people during this week long activity, to include the annual jouvert, food fair and children and adults parade.

With continued funding from the National Highway Traffic Safety Administration (NHTSA), the Occupant Protection program can continue to provide our technicians with trainings, the latest facts and findings in Child Passenger Safety and updated information to our community.

### **Occupant Protection Enforcement- St. Croix**

**Awarded:**\$290,556.00 (approximately) **Expended:**\$20,812.77

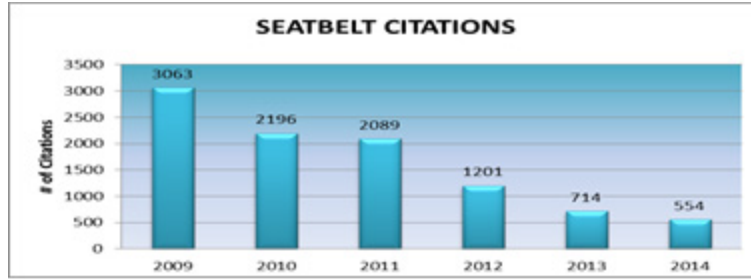
**\$405**

The Virgin Islands Police Department is a State Enforcement Agency responsible for providing for a safe environment for all. The Traffic Investigation Bureau (TIB) is an entity within the VIPD. Its general goal is to provide for safe roads and highways for all who use them. The population of the District is approximately 50,000, and serves the Region 2 section of the National Highway Traffic Safety Administration. Services rendered to the public are that of traffic enforcement.

The Occupant Protection Enforcement grants are a very integral part of the Occupant Protection program; they are responsible for enforcing the Occupant protection laws throughout the territory. With funding through the National Highway Traffic Safety Administration, both the management and enforcement aspects of this grant work collaboratively to ensure that occupants traveling in vehicles on our roadways are safe on every trip, every time and those who do not comply are cited and educated thereby ensuring that they understand the seriousness of this offense.

#### *Problem Statement*

Over the past three (3) years, the seat belt usage rate has dropped significantly from eighty seven point two percent (87.2%) in 2010 to seventy-six point eight percent (76.8%) in 2013. There has been a growing concern throughout the community for children not being properly restrained from birth when riding in motor vehicles; it has further been observed that officers of the VIPD are still not wearing their seat belts when operating police vehicles. Officers continue to refer to the exemption of emergency vehicles in the Seat Belt law as a justification for not wearing them. Though the Traffic commanders conduct initiatives throughout the year, grant based enforcement continues to be necessary in order to increase the seat belt usage rate.



Note: The total number of seat belt citations issued for the St. Thomas/St. John District from October to December 2014 is pending. Will revise chart upon receipt.

### *Objective*

- To increase the seat belt usage rate by three percent (3%) by 2014.
- Conduct safety seat clinics and seat checks in the territory and during mobilizations during FY 2014.
- Conduct high visibility Seat Belt mobilizations throughout the FY14.

### *Accomplished Objective*

High visibility enforcement was conducted. The seat belt survey was conducted. However, the results were not received. Mobilization activities were conducted by officers throughout the fiscal year. As such, there were 554 citations were conducted.

### *Performance Measures*

The increase of seat belt citations were proven that enforcement activities conducted were successful. The seatbelt survey results are pending. Once results are provided it will be updated accordingly.

### *FY 15 Corrective Initiatives*

FY 2015 will include high visibility seat belt mobilizations; more enforcement initiatives targeted in areas of observed high seat belt violations to consider specific days and times throughout the months. One very important countermeasure that will be observed in 2014 is the number of citations issued during Click it or Ticket Mobilizations.

## Traffic Records Management, USVI

**Awarded:** \$90,518.00

**Expended:** \$91,582.63 (approx.)

**\$408**

In order maintain, enhance and increase the quality of our Traffic crash data collection, the Virgin Islands Traffic Records Coordinating Committee was created. The committee's mission is to establish a territory-wide Traffic Records System involving a territory-wide, multi-departmental effort, which will facilitate the sharing of traffic records information, address quality issues, and jointly implement solutions.

The Traffic Records Coordinator (TRC) oversees and monitors the Traffic Records Program grant and projects. To ensure that the projects and milestones outlined in the Virgin Islands Traffic Safety Systems Coordinating Strategic Plan are accomplished, Traffic Records Coordinating Committee meetings are conducted.

As such, the committee developed a strategic plan to facilitate agencies gathering and transmitting of traffic records data electronically. The plan consist of seven (7) major projects which are: 1) Electronic Crash Reporting (ECR), 2) Emergency Medical Services Patient Care Reporting System (EMSRCRS), 3) Electronic Citation, 4) Bureau of Motor Vehicle (BMV), Virgin Islands Police Department (VIPD), Attorney General Office (AGO), 5) Territory-wide Roadway Information System, 6) Virgin Islands Street Addressing Initiative; and Data Warehousing.

### *Problem Statement*

Highway safety information systems are critical to the development and management of transportation safety programs, policies, and for decision making among various organizations. Reliable data provides the framework for creating effective countermeasures thereby effectively reducing injuries and fatalities in the Virgin Islands.

The lack of data has been an ongoing challenge for VIPD, VIOHS, and other agencies that need comprehensive and complete traffic information on a timely basis.

### *Objective*

- Conduct monthly on-site visits and telephone follow ups per projects for monitoring purposes
- Schedule, coordinate, and have at least six (6) Traffic Records Committee meetings
- Provide quarterly statistical reports to VIOHS, VIPD, Department of Public Works (DPW), and other pertinent agencies
- Provide regular updates to the VITRCC on the Strategic Plan and the performance measures, and any applicable recommendations.

### *Accomplished Objective*

- VIOHS received four (4) grant applications from sub-grantees (BMV, EMS, Public Works, and Lieutenant Governor Office (LGO)); however, only EMS's application met the federal requirements and was approved.
- Monthly reviews were conducted via telephone and one (1) onsite visit was conducted with EMS.
- A total of four (4) quarterly reports were generated and distributed. These reports provided data on the Territory's crashes, injuired, and fatalities detailing the age, gender, driving under the influence (DUI) information, seat belt and traffic citations. VIOHS utilized the traffic crash reporting database (Reportbeam) to obtain the data.
- A total of four (3) TRC meetings were held.

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*Performance Measures*

- To conduct Traffic Records Systems Coordinating Committee Meetings.
- To monitor the projects outlined in the Virgin Islands Traffic Safety Systems Coordinating Strategic Plan for 2014, as well as the Traffic Records sub-granted programs to ensure compliance with federal requirements/mandates.
- To continue to ensure the Virgin Islands Police Department, Government agencies, and the community has timely access to current and complete traffic data required to identify, isolate, and analyze critical traffic safety issues

*FY 15 Corrective Initiatives*

- On site visits will be conducted monthly in FY 2015 to ensure sub-grantees meet an established monitoring timeline/schedule.
- Work diligently to see the fulfillment of the e-Citation, this electronic database will aid in obtaining DUI, traffic citation data, and other pertinent data in a timely manner.
- Solicit new sub-grantees, especially BMV to submit grant applications to secure funding
- Assist potential sub-grantees with their grant application to ensure they are approved and funded.

## Virgin Island Emergency Medical Services (VIEMS) - USVI

**Awarded:** \$119,790.91

**Expended:** \$28,497.50 (approx.)

**\$408**

Virgin Islands Emergency Medical Services (VIEMS) is the only medical emergency services agency in the territory authorized to provide pre-hospital emergency medical care. Its mission is to provide optimum emergency care to all the people of the territory. VIEMS has ambulance stations on St. Thomas, St. Croix, and St. John. VIEMS goals are:

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

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

### *Problem Statement*

The division of VIEMS has no data manager or personnel employed to assist with retrieving specific data required for data exporting to the Traffic Records Coordinating Committee (TRCC) Coordinator. Currently, data extraction and reporting is shared by the EMS administrative staff, since there are no funds to hire a data manager. It is important to note that majority of EMS administrative personnel are medical providers and have little training or expertise in data management. Additionally, because of decreased EMS staffing there has been decreased EMS supervision, sporadic quality improvement sessions and programs, and increased EMT duty hours with increased calls per EMS team per shift.

EMSCharts software contains very minimal quality checks on logic performed at the point of data entry to the EMS provider. Once the initial report is complete, an EMS Supervisor or Training Officer reviews the report and provides necessary feedback to correct errors. This is the formal Quality Assurance/Quality Improvement Program developed by the VIEMS. These ePCRs reviews were conducted by the EMS Supervisor or Training Officer; however, because the focus is on patient management, minimal attention was given to the accuracy of data entry. It has been proven that many of the programs quality checks are designed for EMS agencies on the mainland and fail to address local errors. In order to improve the programs autocorrect features, a dedicated, data savvy EMS personnel would have to perform more comprehensive reviews and reports these errors to the program's programmers.

The data for the percent of EMS runs that can be linked to hospital discharge records using EMS run numbers exist in the EMSPCR system as well, however, VIEMS has no authority to integrate its data with the hospital and does not have access to the hospitals' data. Usually the reporting of this performance measure would be facilitated by a Trauma Registry; but there is no trauma registry in the Virgin Islands. The percentage of traffic related EMS injury runs that can be precisely linked to crash reports is also a statistic that VIEMS cannot report due to the lack of a trauma registry in the territory.

### *Objective*

- Decrease the time to completion of EMS ePCRs territory-wide from 4 to 1 day
- Increase the accuracy of the data entered in EMS ePCRs from 90% to 100%

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- Train locally the EMS Data Manager, Administrators, and training officers responsible for data quality on QA features of EMS Charts Incident Reporting/Charting System
- Have Data Manager and one administrative staff member attend annual emsCharts User Groups and Convention Training

*Accomplished Objective*

- Time of completion and locking of EMS ePCRs charts decreased from an average four (4) days in FY 2013 to two (2) days in FY 2014.
- High speed internet was installed and services maintained at the EMT stations located at the Juan F. Luis Hospital, Schneider Regional Medical Center and Morris De Castro Clinic. This service has allowed staff to complete ePCRs in a timely manner and decrease the “time to lock” charts;
- Quality Assurance (QA) reviews were conducted in the St. Croix District. The Training Officer and EMT Supervisor have been reviewing charts on a daily basis to check for accuracy and completeness.

*Performance Measures*

- Seven (7) monthly financial and progress grant reports and twelve (12) annual time to lock charts reports were submitted to VIOHS by EMS Data Manager
- Twelve (12) monthly traffic related call reports noting the number of traffic related runs VIEMS responded to, gender and age of the patients, treatments provided and time of day of incidents occurred were submitted to VIOHS
- Dynamic Documentation Series On-Site Training conducted by the EMS Law Firm Page, Wolfberg & Wirth for all staff and volunteer EMTs in both, the St. Thomas/St. John and St. Croix Districts on September 25-26 and September 29-30, respectively
- St. Croix District: A total of thirty-three (33) individuals attended the documentation training, which consisted of office, regular and administrative staff, and volunteers;
- St. Thomas/St. John: A total of thirty-five (35) individuals attended the documentation training, which consisted of office, regular and administrative staff, and volunteers
- Staff satisfaction surveys were not conducted pending funding.

*FY 15 Corrective Initiatives*

VIEMS has no funds to hire a data manager. Therefore, a stipend was assigned to Ms. Iotha Prince, Acting Data Manager, to ensure that she focused on data management and analysis, as well as Quality Assurance/Quality Improvement during FY 2014. However, the grant was approved March 2014; but funds were not placed online until late July 2014. Consequently, VIOHS provided the award letter to VIEMS in August 2014. Accordingly, the late award did not allow a fair opportunity for VIEMS to expend funds. For FY 2015, a stipend has been assigned to Ms. Prince to ensure that she focuses on data management and analysis. In addition, VIOHS/VIPD will ensure that funds are placed online in a timely manner to ensure all funds are expended.

Data quality reviews were conducted in the St. Croix District; but not in the St. Thomas District. Yet, an attempt was made but failed to occur due to departmental difficulties with staff and administration. A meeting was held with the St. Thomas Coordinator and Training Officer to discuss some of the deficiencies that are seen, response was not favorable and it became apparent that the staff is in need of re-training.

## **E-Citation Project - USVI**

**Awarded \$1,495,042.00**

**Expended \$1,005.98**

**\$408**

The E-citation project is an electronic System that will transmit citations and linked to all governmental agencies in a timely manner to all governmental agencies (Attorney General, Bureau of Motor Vehicles, Superior Court, and VIPD) that may need the information. This manner will eliminate human error in writing, identifying appropriate fines, and specific infractions; in an almost immediate manner.

### *Problem Statement*

To date, the Virgin Islands have not established an electronic territory-wide citation tracking system. As a result, tracking is done by hand tabulation or self-developed computer programs, and computer printouts from the court showing sworn citations deemed prosecutable.

Currently, all traffic citations are written manually, which makes it difficult to account for all citation forms issued. Furthermore, there is no timely processing and accuracy of citations and adjudication data.

### *Objective*

- To purchase a user friendly electronic citation software and equipment that can be deployed and used throughout the territory
- To train law enforcement officers in the Virgin Islands Police Department to utilize e-citation software

### *Accomplished Objective*

None of the objectives were accomplished.

### *Performance Measures*

- Percent of tickets processed electronically
- Total number of traffic citations electronically captured
- Number of officers trained to utilize the software.
- Number of days it took to transmit citation data directly to Attorney General's Office and to the Virgin Islands Superior Court

### *FY 15 Corrective Initiatives*

None of the objectives were accomplished. A Request for Proposal (RFP) dated July 21, 2014 was submitted to Property and Procurement (P&P). On September 10, 2014, an evaluation meeting was conducted for the RFP-034-2014 (P). Only one (1) vendor submitted a proposal, which was incomplete. Therefore, P&P cancelled the meeting. Another RFP was prepared and submitted to P&P; however, a purchase order is pending since it is the close of the FY 2014. Will proceed with the request, as soon as FY 2015 e-Citation grant application is approved; and funds are placed on line so an encumbrance can be prepared to include in the document.



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