



U.S. Virgin Islands Office of Highway Safety



FY 2022 Highway Safety Plan



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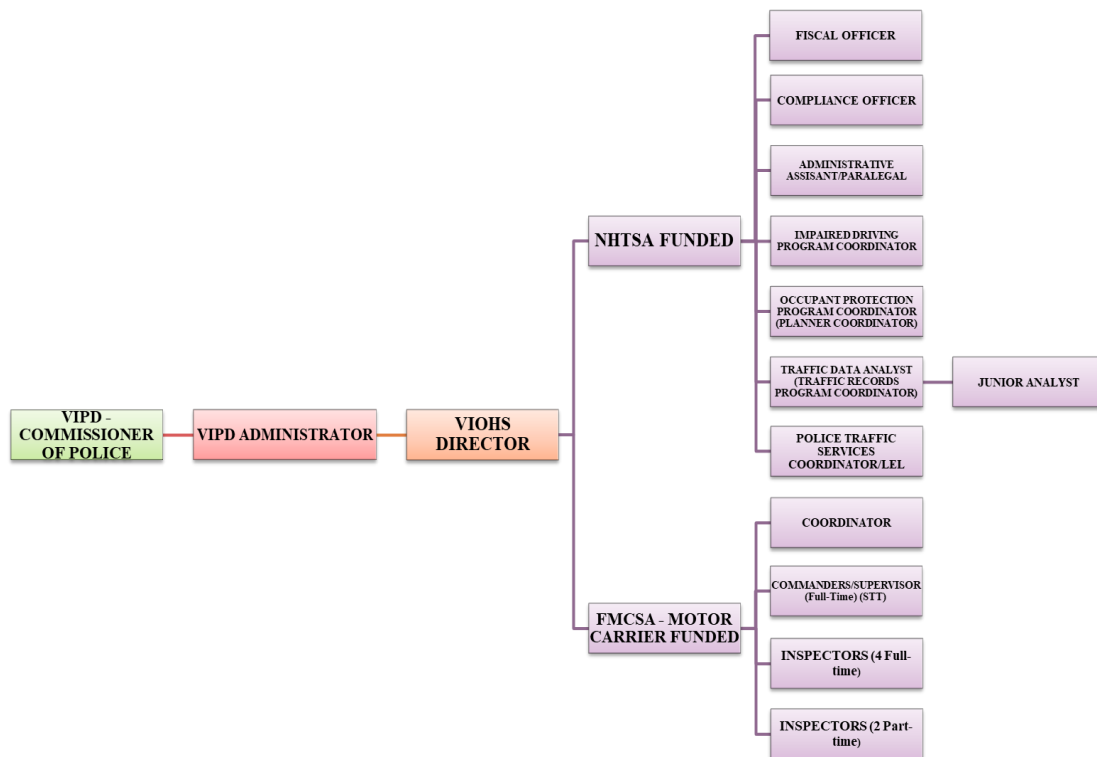
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Highway Safety Plan

Introduction

The Virgin Islands Office of Highway Safety (VIOHS) was established by the Government of the Virgin Islands (GVI) in accordance with the Highway Safety Act of 1966. It is funded through appropriations by the Department of Transportation's sectors of National Highway Traffic Safety Administration (NHTSA), Federal Motor Carrier Safety Agency (FMCSA) and a small portion of local General Funds. The Governor designates a representative to oversee the operations of the highway safety office. The Governor's Representative (GR) in the United States Virgin Islands (USVI) is the Commissioner of Police. The VIOHS is a division with the Police Department. The office reports to the Commissioner, and the day to day operations are overseen by the Director. The office is staffed by personnel dedicated to NHTSA and FMCSA programs.



The goal of the VIOHS as legislated by the Virgin Islands Senate is to 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. The VIOHS is mandated to promote and fund methods to implement traffic safety in the territory.

As the VIOHS continue to fulfill the mandates the Corrective Action Plan (CAP) which resulted from the 2019 Management Review (MR), the fulfillment of the sections listed below together with a revised approach to Police Traffic Services and Media Communications will be the guiding determination for the Highway Safety Plan for

fiscal year 2022.

- A1(a) – VIOHS is required to *“Managed Federal grant funds effectively and efficiently and in accordance with all Federal and State requirements” (awarding and allocation of grant funds)*
- A1(d) – VIOHS is required to *“develop and prepare the HSP based on evaluation of highway safety data, including crash fatalities and injuries, roadway, driver and other data sources to identify’ safety problems within the State”*
- B-1 Internal Controls – Subrecipient project proposal submissions, review, and approval *(1) VIOHS **programs, at a minimum , 60% of its grant funds to external agencies or subrecipients outside of the VIOHS and VIPD;**...*

While FY2021 activities have awarded projects aimed at meeting the above listed mandates, the impact of COVID-19 on procurement of supplies, travel relating to needed professional services, and the updated procurement requirements of the GVI Department of Property and Procurement (DPP), will cause some of the projects to be rolled forward in FY2022. The VIOHS will continue to use a multi-pronged approach to its HSP development and fulfillment with updates to the relevant areas of Traffic Records, Police Traffic Services, and Media Communications.

1. Emphasize traffic records program to increase sub-recipient applications of achievable one-year projects to build the program. This will involve working with each of the six agencies responsible for data production to facilitate the collection, accuracy and dissemination of the information required to improve traffic safety in the Territory. The VIOHS interaction with the agencies would be akin to embedding coordinators within the agencies to fully understand the process, determine the immediate need which can be fulfilled by utilizing funds in the Traffic Records program, and assist with the drafting of projects which can be readily approved by our federal partner, NHTSA. Although the embedding aspect of the coordinator (s) within the agencies was not fully realized in FY2021, this will be more diligently pursued in FY2022 as the Territory will be participating in its Traffic Records systems assessment during that period.
2. Direct the activities of all coordinators (considered traffic safety managers), other than the Traffic Records Program Coordinator, to focus on the collection of accurate data to produce information necessary to improve traffic safety. For example, the Impaired Driving Coordinator will focus on ensuring that data collected from that program area is verified for relevance and accuracy for inclusion in the monthly reporting and eventual updating of annual and fiscal statistics. The same will apply for the Occupant Protection and Police Traffic Services program areas. A minimum of Twenty-Five (25%) of their time will be directed to engaging critical participation from external agencies, training new sub-recipients, and providing monitoring and oversight to Traffic Records projects in collaboration with the Traffic Records Analyst/Safety Manager and the Director.

3. The impact of COVID-19 on traffic safety enforcement was impactful on the planned increased coordination with the local law enforcement agency (VIPD) to attain a maximized year of enforcement activities geared towards improving traffic safety and data collection from citation to adjudication. COVID-19 caused the reassignment of law enforcement officers to initiatives related to the Health crisis, and this conflicted with planned traffic safety initiatives. The VIPD also was affected by resignations, retirements, and reduced numbers of recruits, and thus could not adequately staff officers for both the COVID-19 and the traffic safety initiatives. Additionally, in the first and second quarter of 2021, the Territory experienced a spate of homicides that redirected forces to address community concerns and provide the needed protection. Despite these impacts, the continued visible enforcement is necessary to ensure that the Territory's laws are being respected. The citation and crash documentation must be improved from the law enforcement arm. This will involve enforcement projects which when completed the data collected can be tracked through the systems in place in the Territory. The information will not only be tracked, but the time at each stage of the process, the challenges in moving the data forward, and finally how the information is used by each of the agencies involved.

4. The Media Communications section of the FY2022 HSP will reflect the continued use of developed advertising using radio, television, print and social media. The ads developed in FY2021 will be used in the coming fiscal year. However, the VIOHS will also seek to continue its spot placements at the airports and ferry docks throughout the territory, and the use of static billboards and signs.

In addition to planning for the TRCC members to create projects to utilize VIOHS available funding, contractors and agencies other than VIPD will be encouraged to submit traffic safety projects applications to enable the VIOHS to meet the requirement of utilizing NHTSA funds for a minimum of 60% of projects in its FY2022 HSP.

The VIOHS will be applying for **\$1,785,000.00** in funding for the FY2022 HSP categorized as follows.

- ➤ **\$402 - \$1,505,000.00**
 - Traffic Records Program - **\$445,000.00** new fund (\$1,083,000.00 carried forward)
 - Occupant Protection Program - **\$150,000.00**
 - Impaired Driving Program - **\$240,000.00**
 - Police Traffic Services Program - **\$580,000.00**
 - Media Communications Program - **\$90,000.00**
- **\$405(b) Low Seat Belt Usage - \$280,000.00**

But, VIOHS also realizes that the execution of its 2022 HSP depends on its adjustments and the adjustments of its sub-recipients to the effects of COVID-19 on approved projects and adherence to the CAP items which were the results of the 2019 MR.

Daphne O'Neal - Director, VIOHS

Highway safety planning process

Data Sources and Processes

DATA SOURCES

The Virgin Islands Office of Highway Safety (VIOHS) must utilize a data-driven approach to highway safety to analyze available qualitative and quantitative data to identify significant problems and create performance targets. The Government of the Virgin Islands (GVI) places high importance on the availability of crash data. As a result, in fiscal year (FY) 2019, VIOHS began the process of procuring the Traffic and Criminal Software (TraCS) system – a data collection, records, management and reporting software for public safety professionals. It was also recommended by the National Highway Traffic Safety Administration (NHTSA) as a tool to be considered by the USVI to collect traffic data. The VIOHS also plans to incorporate the commercial vehicle module within TraCS so that all aspects of traffic can be reported using one system. TraCS aims to increase accuracy and timely access to data by replacing Virgin Islands Police Department's (VIPD) Report Beam system which is currently in place, and the partial electronic crash reporting system.

The VIPD uses the Report Beam system to process traffic citations. These traffic citations are one of the key areas to obtain information related to traffic safety problems. However, this system is missing key components such as Geo-mapping capabilities; electronic citation input and storage; an adequate querying tool to research crash reports and integration modules for sharing data externally.

The data qualities concerns are:

Uniformity: The critical data elements does not have any built-in measures to ensure uniformity. For example, the spelling of the locations/addresses on the crash reports are mainly up to the officers.

Timeliness: Report Beam has the capabilities to measure the time between when a crash occurs to when it is entered into the database. Although, the extent to which it can do this is unknown because the function is a preset.

Completeness: Report beam does not have the capabilities to detect when critical fields are missing, incorrect or when default is selected when it is not applicable.

Accuracy: There are no data verification/ validation measures present. It accepts wherever is entered.

The system in its current state does not represent a trusted resource for project development aimed to improving traffic safety.

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

TraCS also controls flow of forms from start to finish, transmits forms to external sources quickly and allows ease in accounting for issued citations. The system will further link data input and access across the following agencies within GVI: VIOHS, the Virgin Islands Police Department (VIPD), the Department of Health (DOH), the Virgin Islands Superior Court (SC), the Office of the Lieutenant Governor (LGO), Bureau of Motor Vehicle (BMV), and the Department of Justice (DOJ). VIOHS' hard deadline for full implementation of this system is December 2020.

Currently, VIOHS data sources include:

1. The **Virgin Islands Police Department's Report Beam** – a partial electronic system that stores detailed crash data (e.g. age, gender, location, roadway, time of day, weather, driver's actions, etc.) compiled from police reports input into VIPD's Virgin Islands Electronic Crash Reporting System.
2. The **Virgin Islands Superior Court's Case Management System** – an electronic system that stores all traffic court records including convictions and citations.
3. The **Department of Health Emergency Medical Services (EMS) Patient Care Reporting System** – a database containing patients' emergency medical service runs information from Juan F. Luis Hospital, Roy Lester Schneider Hospital and Myrah Keating Smith Community Health Center.
4. The **Bureau of Motor Vehicle Database** – containing records of all licensed drivers and registered vehicles in the United States Virgin Islands (USVI).
5. **VIOHS' Annual Scientific Observational Survey of Seat-Belt Use** – an observational probability-based estimate of seat-belt usage relevant to front-seat-passengers. The 2020 Observational Survey of Seat-Belt use was conducted and a usage rate of 68.2% which is significantly lower than the national average. The vendor for the 2021 and 2022 has been selected and barring any unforeseen delays from the impact of the novel Coronavirus (COVID-19) will meet the required deadlines for each calendar year.
6. The **Department of Justice, Office of the Attorney General** – which allows VIOHS to track citations more accurately as DOJ must certify each citation prior to it being forwarded to the V.I. Superior Court for processing.

VIOHS data sources are particularly important as all grant proposals must address critical safety needs determined through analysis of localized crash data via Report Beam. In addition to crash data, VIOHS reviews data from other sources to ensure a comprehensive

approach to problem identification and to fund investments that provide the greatest return. Additional data sources may provide further information useful to identify traffic safety problems and select appropriate countermeasures targeting specific at-risk/offending demographics.

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

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

However, the data sources have proven to be sporadic and unreliable. As a result of the MR conducted in August 2019, the first CAP item requested that VIOHS work with the TRCC members at its planned May 20th, 2020 meeting to jointly draft comprehensive analysis; compiling 5 year data from each member to develop trends BEYOND fatalities, identify priority program areas based on analysis and share the analysis with the NHTSA Region 2 partners.

The meeting did not achieve the desired goal as several members did not attend and the data analysis could not be achieved. The following agencies submitted information mostly in Excel format as there is currently no linkage between agencies data systems.

- **Virgin Islands Police Department (VIPD)** provided crash data information 2009 - 2020. This information had to be extracted by the VIOHS Traffic Record Analyst from two separate databases as there is a database for each island district.
- **Superior Court of the Virgin Islands (SC)** provided citation disposition data in Excel format by calendar year from 2015 - 2019.
- **Department of Public Works (DPW)** provided roadway data which was minimal and outdated as it was part of the 2040 USVI Master Transportation Plan with data only through 2009. DPW did request the VIOHS Report Beam information for the past five years and presented a graphic report of citations by each island district but did not correlate the data to the roadways.
- **Department of Health - Emergency Medical Services (EMS)** supplied information in PDF format for only two fiscal years. EMS has stated that for the VIOHS required information to be obtained, funding must be obtained to have the current staffers produce the information as it is quite time consuming and they are understaffed. EMS has reported that the sub-recipient system through VIOHS is protracted and time

consuming and did not seek funding to gather the data as no other agency has requested said information.

- **Bureau of Motor Vehicles (BMV)** provided vehicle and driver data in excel format; but the data was not tied to VIPD citations or SC adjudications.
- **Department of Justice - Attorney General Office - (DOJ)** provided no information.

Although some data sets were obtained, the information was not enough to conduct a comprehensive analysis to measure the data quality and measure inter-agency sharing of the data. Each agency has their own inhouse system whether manual or electronic. But there is no consistent sharing of data to each other or one repository. VIOHS can be said repository if on a consistent (monthly basis) the above listed agencies would provide the information for analysis and distribution for planning data driven traffic safety improvements for the Territory.

The above mentioned items continue to play a critical role in data sources used for the HSP planning, and have the same relevance as in FY2021. The VIOHS will continue to work with the Office of the Governor's mandate of having each of the agencies designate a representative to attend each scheduled meeting, provide input and fulfill the TRCC mandates to develop and implement a strategic traffic records data plan for the Territory.

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

PROBLEM IDENTIFICATION PROCESS

The USVI must expand its problem identification beyond fatalities. The fatality rate is low when compared with other mainland jurisdictions. However, because the community is close knit, the impact of each fatality is deeply felt. Fatalities are the result of non-conforming behavior of drivers; lack of information regarding problem roadways, high incident intersections; minimized enforcement of traffic safety rules and laws; and reduced public outreach and education regarding traffic safety. For the USVI to prepare a more comprehensive highway safety plan that is not based on fatalities, all areas of traffic records components must be available in the planning process. The entities with traffic records must be able to integrate the data so that BMV is linked to the SC. The VIPD needs to be linked to the BMV, SC, and the DOJ so that driver and vehicle legality, driver behavior and citations adjudication can all be tracked in real time. The DPW roadway information and the EMS data on crashes, injuries and fatalities cannot be accurately assessed as the data is not provided with any regularity to the TRCC members. The current agencies limitations make planning difficult. Therefore, for FY2022 the VIOHS will focus its plan on the improvement of data systems and the methods to improve integration and data collection from the agencies.

Below is an outline of VIOHS' problem identification process:

- 1. Safety Focus/Program Area:** Highway safety high priority areas should be determined through data analysis which identify statistically significant problem and trends. For the data to be analyzed it must be first obtained from the six main data source areas listed previously. For FY2022 HSP, the Traffic Records Program area will focus on the gathering , analyzing and sharing of the data to identify problems which could be used to reduce crashes and not only the fatalities which were the result of the crashes.
- 2. Problems Identification:** Data including demographic information is utilized to identify highway safety problems. Evidence-based identified problems guide selection and implementation of countermeasures to address localized highway safety issues. Evidence can only be gathered from the data sources used to report the information. If the data is incomplete, inconclusive, and not timely, it does not allow for an accurate presentation of the problem.
- 3. Performance Targets:** Targets relevant to crashes, injuries, and fatalities by program area are set based on projected trends. The FY2022 HSP performance targets will be based on traffic records systems improvement in all program areas where relevant.
- 4. Countermeasures:** VIOHS employs strategies via programs and projects to accomplish performance targets and mitigate identified problems. These NHTSA developed strategies are proven effective nationally and are appropriate based on localized data, problem identification and available resources.

VIOHS' goal is to develop and execute projects that address the evolving needs of USVI residents and visitors relevant to highway safety. In accordance, VIOHS must utilize a data-driven approach to highway safety by analyzing crash data. The challenge to meeting this goal is that all the identified partners are also challenged with producing viable data for immediate use. The SC has implemented a new data system which both the BMV and the VIPD will interface in the FY2021 to maximize the use of the information. The VIOHS will continue to partner with VIPD, DOJ, BMV, SC and DOH to collect, input, analyze and disseminated relevant and accurate data from the various electronic monitoring systems.

To focus investments, VIOHS coordinators access, review and analyze data most effectively from the prior sources to determine fatality and serious injury trends relevant to each program area. Via Report Beam, crash location criteria can be reviewed as follows: high-incident areas, alcohol related crashes, seat-belt use, distracted driving, age, gender, weather, holiday, etc. This allows VIOHS to better understand localized high-risk highway safety problems and statistically significant trends in the USVI. However, Report Beam and any of the USVI data systems are only effective if **all** critical and relevant data is gathered and entered into the systems at the time of incidents and crashes.

VIOHS set a goal to modify VIPD's traffic records systems. To meet this goal, VIPD, is in the process of procuring the TraCS system. TraCS will modernize traffic data collection in the USVI, allow for more timely access to information, mitigate the incidence of error in data collection through on-the-spot entry capability and streamline the process for effectiveness and efficiency. VIOHS had a set deadline of full implementation by December 2022.

PERFORMANCE MEASURES & TARGETS

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

NHTSA Core Performance Measures include: 1.) Traffic Fatalities, 2.) Serious Injuries caused by traffic crashes, 3.) Fatalities per Vehicle Miles Travelled (Not Applicable in the USVI), 4.) Unrestrained Passenger Vehicle Occupant Fatalities, 5.) Fatalities caused by Alcohol Impaired Driving, 6.) Speeding-Related Fatalities 7.) Motorcyclist Fatalities, 8.) Number of Un-helmeted Motorcyclist Fatalities, 9.) Drivers Age 20 or Younger Involved in Fatal Crashes, 10.) Pedestrian Fatalities, 11.) Bicyclist Fatalities, 12.) Seat Belt Usage Rate, and additional traffic records targets. Those targets include:

- Average days between crash date and crash report submission date.
- Percentage of crash involved vehicles which tag numbers matches the BMV's vehicle files.

- Percentage of crash reports with no missing critical location data.

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

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

COUNTERMEASURE STRATEGIES

VIOHS works to achieve performance targets through employing evidence-based countermeasure activities that mitigate identified problems and satisfy performance targets. VIOHS will utilize *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices* (9th Edition, 2017) as guidance to identify strategies that have proven effective nationally and are appropriate given data relevant to problem identification and available resources. VIOHS also considers the *Uniform Guidelines for State Highway Safety Programs*.

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

Processes Participants

PARTICIPANTS

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

VIOHS' proposed territorial safety partners consist of:

1. **Impaired Driving** – Virgin Islands Department of Education (DOE), DOH, and VIPD
2. **Occupant Protection** – VIPD, Virgin Islands Fire Service (VFS), Department of Human Services (DOHS), Queen Louis Home for Children and (DOH) Juan F. Luis and Medical Center Hospital -St. Croix (STX), Roy Lester Schneider Hospital and Medical

Center -St. Thomas (STT) and Myrah Keating Smith Community Health Center – St. John (STJ).

- 3. Traffic Records Coordinating Committee** – Office of the Governor, DOJ, Bureau of Information Technology (BIT), LGO, DOH, Virgin Islands Territorial Emergency Management Agency (VITEMA), VIPD, Superior Court (SC), Department of Public Works (DPW) and Bureau of Motor Vehicles (BMV).

VIOHS is undertaking an expanded public outreach campaign, including elevated enforcement, relevant to the impaired driving, occupant protections programs and police traffic services. Through the campaign VIOHS will utilize professional contractor (s) to utilize popular local entertainers and various print, radio, and televised media outlets.

VIOHS distributes federal funds amongst GVI, non-profit and other private sector partners to implement countermeasure strategies based on evidence-based identified problems. Interested applicants are provided an application packet detailing application and program requirements and receive one-on-one assistance from area specific VIOHS coordinators to ensure accepted countermeasures and metrics are adhered to and successful completion of the application packet.

Description of Highway Safety Problems

VIOHS PROBLEM IDENTIFICATION

The mission of the VIOHS is to prevent motor vehicle crashes and reduce fatalities and severe injury, by providing the safest roadways possible for residents and visitors to the Territory. VIOHS aims to accomplish this mandate through an evidence-based approach. This evidence is based on receiving accurate data from the six core traffic records data systems for the creation of projects to promote traffic safety in the territory. VIOHS implements continuous improvements to programs which develop, promote, and execute educational, outreach and enforcement initiatives relevant to highway safety.

VIOHS' top priorities for the FY2022 highway safety program include mitigating increases in ***Serious Injuries in Traffic Crashes*** – reviewing the methodology of reporting serious injuries to insure that it falls in line with standardized methods to ensure relevance and accuracy; ***Unrestrained Passenger Vehicle Occupant Fatalities*** – continues to increase due to lack of enforcement and reduced educational and media outreach; and ***Speeding Fatalities***.

VIOHS will work to reduce ***Traffic Fatalities*** – thirteen (13) fatalities in 2022 from 2020 figure of fourteen (14); ***Alcohol Impaired Driving Fatalities*** – maintained at one (1), the same level as 2020; ***Unrestrained Passenger Vehicle Occupant Fatalities*** – set to four (4) to maintain 2020 level and this ties directly to ***Seat Belt Usage Rate*** to increasing usage rate in the territory 88.6%; Pedestrian Fatalities reduced to one (1) fatality in 2022 from three in

2020; ***Bicyclist Fatalities*** to remain at zero in 2022; and ***Driver Age 20 or Younger Fatalities*** – to remain at zero (0) fatality 2022; as well as areas which were not previously tracked in the data reporting area, such as ***Average Days between the Crash Date and the Crash Report Submission*** which increased to sixteen (16) in 2019, reduced to fifteen (15) in 2020, aiming to continue the decreasing trend to five (5) in 2022.

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

VIOHS was able to solicit a contractor to conduct both the 2021 and 2022 scientific seat belt survey, and the required re-selection of observational sites for 2022. VIOHS has set the 2021 goal at **78.6%** usage rate and **88.6%** for 2022.

To accomplish this goal, VIOHS has initiated an aggressive public outreach campaign, coupled with elevated high-visibility enforcement activities. VIOHS will focus on enforcement activities as a primary countermeasure. The results of these analyses provide the basis for setting performance measures, selecting countermeasure strategies, and identifying planned activities that will be developed into projects. Likewise, sub-recipient projects are selected based on how well the applicant's proposal addresses problem identification, program targets, countermeasure strategy, project evaluation and the proposed budget.

VIOHS has acknowledged the need to revamp the USVI's data collection. This was emphasized through the CAP items developed because of the 2019 MR. Therefore, systems development and integration of the six core data systems will be the focal point of the HSP. One of the key areas will be the incoming TraCS system within the VIPD which will allow for more accurate data over time for comparison. VIOHS will then be better equipped to analyze citation trends, identify problems, and select countermeasure strategies for mitigation more effectively.

Methods for Project Selection

METHODS OF PROJECT SELECTION

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

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

1. Establish a grant application schedule including: 1) a timeframe wherein coordinators will solicit potential applicants in the government, non-profit and private sectors; 2) coordinators will host two (2) informational sessions for interested candidates; 3) a timeframe for applicants to work with coordinators to complete comprehensive application packets; 4) and a firm submittal deadline.
2. Upon conclusion of the grant application period, a team of scorers will equally apply an objective scoring method to all applications. Successful applications will be determined by how well the applicant's proposal addresses problem identification, program targets, countermeasure strategy and project evaluation in addition to other required information. Applicant qualifications and the proposed budget are also considered in scoring applications.
3. Unsuccessful applicants will be provided with the opportunity for a debriefing by the VIOHS Director relevant to the applicant's proposal. Because this HSP is focused on traffic records systems, it is anticipated that the projects will be managed by the governing agency that produces said data. The VIOHS will seek direct input in the project evaluations from the Bureau of Information Technology (BIT) to ensure that the systems being put in place and the planned software is within the scope of the applying agency; it fits within the GVI systems for maintenance and support; and that it can be integrated without seamlessly. The VIOHS will also seek assistance and advice from our NHTSA Region 2 partners when needed. The VIOHS also plans to provide grant application and management training for all applicants but with special emphasis on the TRCC members especially the core six members. Feedback is designed to help the applicant strengthen future submissions.
4. Successful applicants move into negotiations with VIOHS to include requesting changes to project scopes, measurements, and budgets. Project budgets are established based on a review of multi-year crash data and prioritized problematic programs areas and/or locations.
5. Upon completion of negotiations, proposals are routed through the VIOHS grant

approval workflow, consisting of review and approval by VIOHS Director, VIPD Commissioner (Governor's Representative (GR)) and the National Highway Traffic Safety Administration (NHTSA) Regional Office.

6. Once approved and implemented, all projects are monitored in accordance with procedures established by VIOHS reflecting local and Federal rules and regulations. VIOHS coordinators are required to submit monthly reports indicating activities and progress. Annual reports are requested for identified projects. DUI enforcement projects are required to submit enforcement activity reports within one (1) week of the operations.

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

List of Information and Data Sources

Virgin Islands Police Department's Report Beam

Virgin Islands Superior Court's Case Management System

Department of Health Emergency Medical Services (EMS) Patient Care Reporting System

Bureau of Motor Vehicle Database

Annual Scientific Observational Survey of Seat-Belt Use

Superior Court of the Virgin Islands

Department of Public Works

Department of Justice, Office of the Attorney General

Data collection, analysis, distribution, and utilization is critical to the Territory. Therefore, the VIOHS must work towards the reestablishment and member participation in the TRCC to effect meaningful change in producing data driven fundable projects. Agency attendance is sporadic, and the assistance from the Governor to ensure that members from participating agencies and bureaus understand the importance and necessity of attending, participating, and protecting the USVI funding for traffic records projects will continue to be utilized.

The VIOHS will continue to ensure that the mandates of the 2019 Management Review CAP are being met. The focus of the FY2022 HSP will continue to be the data collection, accuracy, and reporting in the USVI which needs significant improvement.

In the area commercial vehicle traffic safety, the VIOHS plans to contract with University of the Virgin Islands to address the deficiencies identified in the Howard University assessment of 2020 by updating the historical data for accuracy and completeness, and providing the necessary best use training to all levels of users.

VIOHS will focus in further strengthen its Traffic Records area by:

- a) adding a dedicated junior analyst to augment the Analyst/Coordinator. The position is still vacant.
- b) working with the Office of the Governor to have an Executive Chair assigned to the TRCC to provide dedicated leadership – the Governor's Representative as the Chair
- c) strengthening interactions with our data source partners.

VIOHS will also continue to be guided by our federal partners at NHTSA and Federal Motor Carrier Safety Administration (FMCSA).

Performance Report

Progress toward meeting the USVI performance targets from previous fiscal year's HSP.

Performance Report					
Performance Measurements	Target Period	Target Year(s)	FY21 HSP Target Value	Data Source/ Progress Results	On-Track to meet FY21 Target?
C-1) Total Traffic Fatalities*	5 Year	2017 - 2021	12	2016 - 2020 ReportBeam 13.2	No
C-2) Serious Injuries in Traffic Crashes*	5 Year	2017 - 2021	14	2016 - 2020 ReportBeam 15.0	Yes
C-3) Fatalities/VMT*	N/A	N/A	N/A	N/A	N/A
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 Year	2017 - 2021	4	2016 - 2020 ReportBeam 4.6	No
C-5) Alcohol-Impaired Driving Fatalities	5 Year	2017 - 2021	2	2016 - 2020 ReportBeam 2.0	No
C-6) Speeding-Related Fatalities	5 Year	2017 - 2021	2	2016 - 2020 ReportBeam 3.8	No
C-7) Motorcyclist Fatalities	5 Year	2017 - 2021	2	2016 - 2020 ReportBeam 2.2	Yes
C-8) Unhelmeted Motorcyclist Fatalities	5 Year	2017 - 2021	0	2016 - 2020 ReportBeam 0.0	Yes
C-9) Drivers Aged 20 or Younger Involved in Fatal Crashes	5 Year	2017 - 2021	0	2016 - 2020 ReportBeam 0.6	No
C-10) Pedestrian Fatalities	5 Year	2017 - 2021	1	2016 - 2020 ReportBeam 1.6	Yes
C-11) Bicyclist Fatalities	5 Year	2017 - 2021	0	2016 - 2020 ReportBeam 0.2	No
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants	Annual	2019	78.6%	2020 State Survey 68.2%	No

Traffic Records					
Average days between the crash date and the crash report submission date	Annual	2021	5	2020 ReportBeam 15	No
Percentage of crash involved vehicles that tag numbers matches BMV's vehicle files	Annual	2021	56%	2020 ReportBeam N/A	Data Pending
Percentage of crash reports with no missing critical location data	Annual	2021	73%	2020 ReportBeam 38.2%	No

Note - For FY 2020 performance targets above, VIOHS reduced the 2015 – 2019 averages by 10%, and set the targets at the rounded value. USVI crash statistics are relatively low compared to national statistics. Therefore, we agreed that a target at 10% reduction would be feasible.

* - Currently, the U.S. Virgin Islands does not report crash data to FARS and Vehicle Miles Travelled (VMT) to FHWA. Therefore, C1 – C2 are based off the Territory's crash data and the C3 is not applicable to the USVI.

C-1. Number of Traffic Fatalities

Progress: No

Report: The FY 2021 HSP target for this measurement was set at 12. Crash data from FY 2020 has slowed the rate of increase of the trendline but with the data still trending upwards we are not expected to meet this target by the end of the target period.

C-2. Number of serious injuries caused by traffic crashes

Progress: Yes

Report: The FY 2021 HSP target for this measurement was set at 14. Crash data from FY 2020 resulted in a further decrease of the downward trending trendline. Therefore, if the current trend continues, we are projected to meet the target by the end of the target period.

C-3. Fatalities per Vehicle Miles Travelled

Progress: N/A

Report: This measure is not applicable to the USVI.

C-4. Number of unrestrained passenger vehicle occupant fatalities, all seat positions

Progress: No

Report: The FY 2021 HSP target for this measurement was set at 4. Crash data from FY 2020 resulted in a slight increase to the upward trending trendline. Based on the current projections of the trendline, we are not expected to meet the target set by the end of the target period.

C-5. Number of fatalities caused by alcohol impaired driving

Progress: No

Report: The FY 2021 HSP target for this measurement was set at 2. Crash data from FY 2020 has decreased the incline of the trendline, however, current trend in data suggests we are not expected to meet the target by the end of the target period.

C-6. Number of speeding related fatalities

Progress: No

Report: The FY 2021 HSP target for this measurement was set at 2. Crash data from FY 2020 resulted in the trendline shifting from a downwards trend to an upwards due a spike. Based on current projection of the trendline, we are not expected to meet the target set by the end of the target period.

C-7. Number of motorcyclist fatalities

Progress: Yes

Report: Report: The FY 2021 HSP target for this measurement was set at 2. Crash data from FY 2020 flattened out the trendline from a downward trend due a spike. However, based on the current projection of the trendline, we are expected to meet the target set by the end of the target period.

C-8. Number of un-helmeted motorcyclist fatalities

Progress: Yes

Report: The FY 2021 HSP target for this measurement was set at 0. Crash data from FY 2020 has increased the rate of decline for the trendline. Based on the current trend, we are expected to maintain a 0 for this measurement until the target period ends.

C-9. Number of drivers aged 20 or younger fatalities

Progress: No

Report: The FY 2021 HSP target for this measurement was set at 0. Crash data from FY 2020 has increased the slope of the trendline and preliminary data from 2021 indicates that we will not meet the target that was set.

C-10. Number of pedestrian Fatalities

Progress: Yes

Report: The FY 2021 HSP target for this measurement was set at 1. Crash data from FY 2020 has slowed the rate of decline, however, the current projection of the trendline is still indicating we will meet the target by the end of the target period.

C-11. Number of bicyclist fatalities

Progress: No

Report: The FY 2021 HSP target for this measurement was set at 0. Crash data from FY 2020 has slowed the trendline's rate of incline, however, its current projection indicates we will not meet the target by the end of the target period.

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

Progress: No

Report: The FY 2021 HSP target for this measurement was set at 78.6%. The data from the 2020 seatbelt survey further increased the rate of decline for this trendline which is projecting that we will not meet the target set for Calendar Year 2021.

Average days between the crash date and the crash report submission date

Progress: No

Report: The FY 2021 HSP Target for this measurement was set at 5. Data gathered from CY 2020 crashes made not change to the slope of the trendline which is still suggesting an increase in this measure in the 2021.

Percentage of crash involved vehicles that tag numbers matches BMV's vehicle files

Progress: Data Pending

Report: The 2020 vehicle registration data necessary to conduct this analysis is currently not available to VIOHS. We are anticipating that accessibility will improve after TraCS implementation and subsequent linkage to the driver and vehicle data systems.

Percentage of crash reports with no missing critical location data

Progress: No

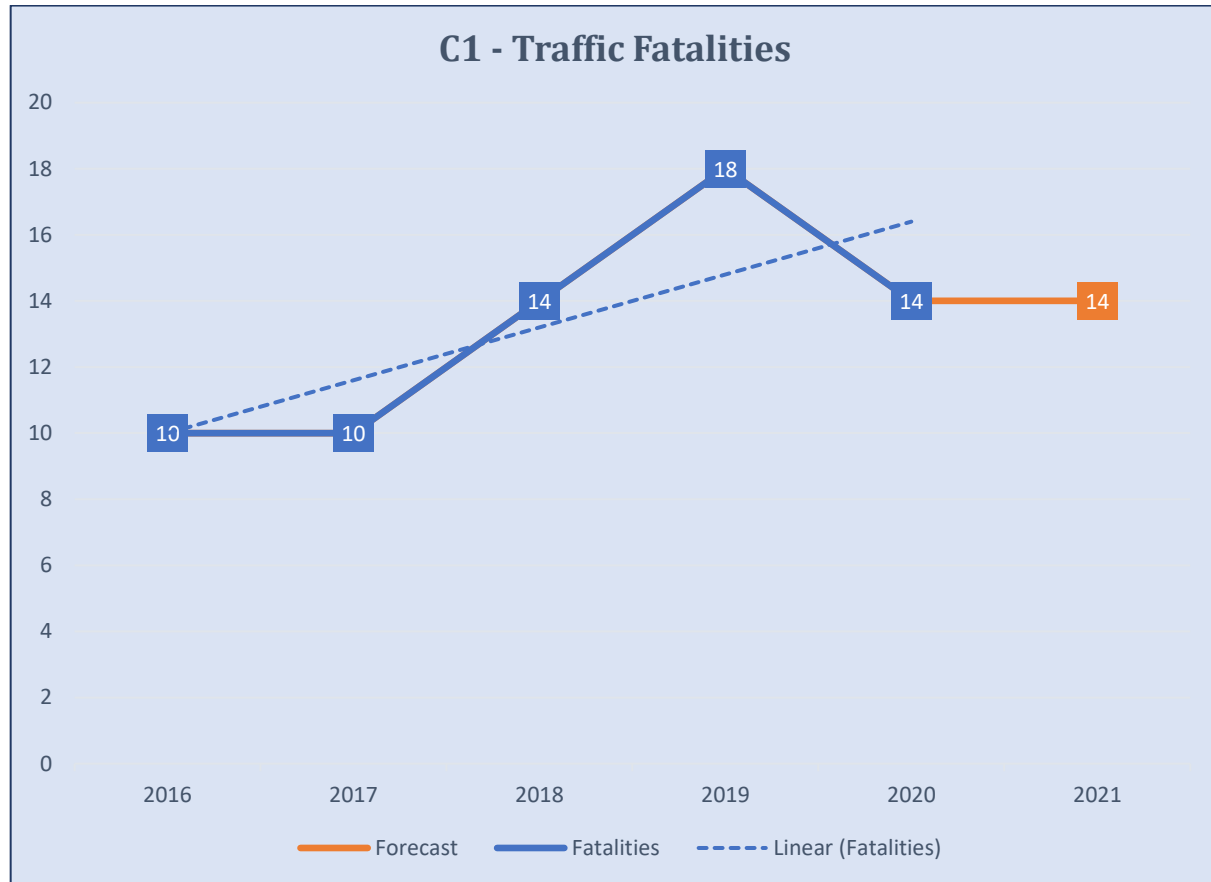
Report: The FY 2021 HSP Target for this measurement was set at 56%. The data from 2020 crashes has increased the slope of the trendline which is now projecting an increase in this measure for 2021. However, the projection is still suggesting we will not meet the target that was set.

Performance Plan

FY 2022 HSP Performance Plan		Period	Base Years (FY)				
			2016	2017	2018	2019	2020
C-1	Total Traffic Fatalities*	Annual	10	10	14	18	14
	To reduce the incline of the trendline the target is set at 13 for the 2022 5-year average.	5-Year Rolling Avg.	12.4	11	12	13.2	13.2
C-2	Serious Injuries in Traffic Crashes*	Annual	16	16	15	18	10
	To further increase the decline of the trendline the target is set at 14 for the 2022 5-year average.	5-Year Rolling Avg.	15.6	15.4	15.2	16.2	15
C-3	Fatalities/VMT*	Annual	N/A				
		5-Year Rolling Avg.					
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	Annual	2	4	6	7	4
	To slow the increase in this category to target is set at 4 for the 2022 5-year average.	5-Year Rolling Avg.	3	3	3.8	4.4	4.6
C-5	Alcohol-Impaired Driving Fatalities	Annual	2	1	3	3	1
	To reduce the slope of the trendline the target is set at 1 for the 2022 5-year average.	5-Year Rolling Avg.	1.6	1.4	1.4	2	2
C-6	Speeding-Related Fatalities	Annual	4	3	2	3	7
	To shift the slope of the trendline to a decline the target is set at 2 for the 2022 5-year average.	5-Year Rolling Avg.	3.4	3.6	3.2	2.8	3.8
C-7	Motorcyclist Fatalities	Annual	2	1	1	2	5
	To shift the slope of the trendline to a decline the target is set at 1 for the 2022 5-year average.	5-Year Rolling Avg.	2.2	1.6	1.6	1.6	2.2
C-8	Unhelmeted Motorcyclist Fatalities	Annual	0	0	0	0	0
	To maintain the constant trend of 0 in this category for the 2022 5-year average.	5-Year Rolling Avg.	0.2	0	0	0	0
C-9		Annual	0	0	0	1	2

	Drivers Aged 20 or Younger Involved in Fatal Crashes Reduce the 5-year average to 0 for this category by 2022.	5-Year Rolling Avg.	1	1	1	0.8	0.6
C-10	Pedestrian Fatalities Reduce the 5-year average to 1 for this category by 2022.	Annual	1	2	1	1	3
		5-Year Rolling Avg.	3.4	2.4	1.8	1.4	1.6
C-11	Bicyclist Fatalities Reduce the 5-year average to 0 for this category by 2022.	Annual	0	0	1	0	0
		5-Year Rolling Avg.	0	0	0.2	0.2	0.2
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants Increase the seat belt usage rate to 88.6% for calendar year 2022.	Annual (Calendar Year)	79.1	None	83.9	71.1	68.2
T-1	Average days between the crash date and the crash report submission date To reduce this measure to 5 or less days for calendar year 2021	Annual (Calendar Year)	10	14	11	16	15
T-2	Percentage of crash involved vehicles that tag numbers matches BMV's vehicle files. To increase this measure to 56% or more for calendar year 2021	Annual (Calendar Year)	29%	36.1 %	29.2 %	16.9 %	N/A
T-3	Percentage of crash reports with no missing critical location data To increase this measure to 73% or more for calendar year 2021	Annual (Calendar Year)	38.4 %	33.1 %	35.2 %	38.4 %	38.2 %
OP-1	Unrestrained Vehicle Occupant Injuries To increase the rate of decline for this measure, the target is set at 17 for calendar year 2021	Annual (Calendar Year)	30	17	18	18	22
OP-2	Number of active CPS Fitting Stations within the USVI To establish 10 active CPS Fitting Stations within the Territory for CY 2021	Annual (Calendar Year)	-	-	-	-	0

C-1. Number of traffic related fatalities



Traffic Records Performance Measure: No

Target Metric Type: Numeric

Target Value: 13

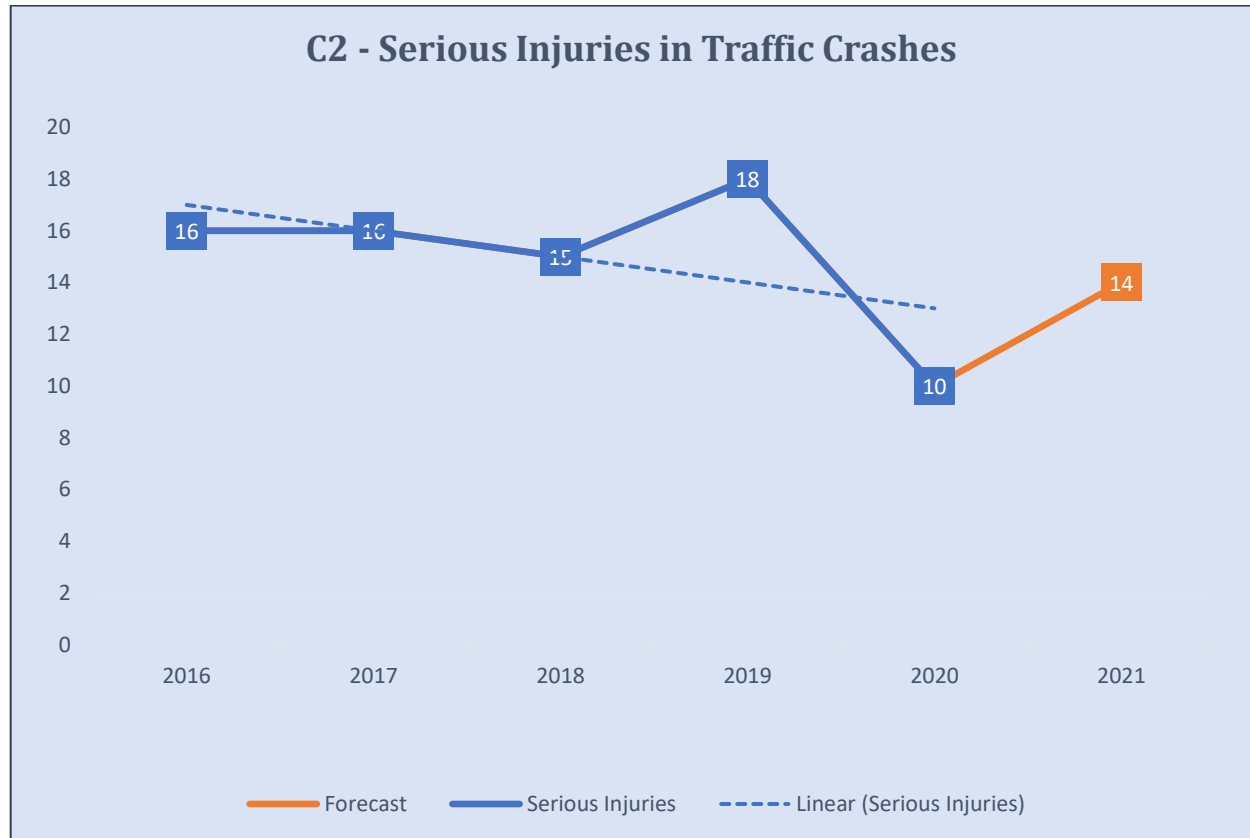
Target Period: 5 Year

Target Start Year: 2018

Performance Measure Justification

Linear trend analysis suggests an increase in this category for 2021. Therefore, the target is set at **13** to reduce the incline of the trendline for 2022 (2018 – 2022) 5-year average.

C-2. Number of serious injuries caused by traffic crashes



Traffic Records Performance Measure: No

Target Metric Type: Numeric

Target Value: 14

Target Period: 5 Year

Target Start Year: 2018

Performance Measure Justification

Linear trend analysis suggest we will meet the target for this category for 2021. To further increase the decline of the trendline the target was set at **14** for 2022 (2018 – 2022).

C-3. Fatalities per Vehicle Miles Travelled

Traffic Records Performance Measure: No

Target Metric Type: Numeric

Target Value: N/A

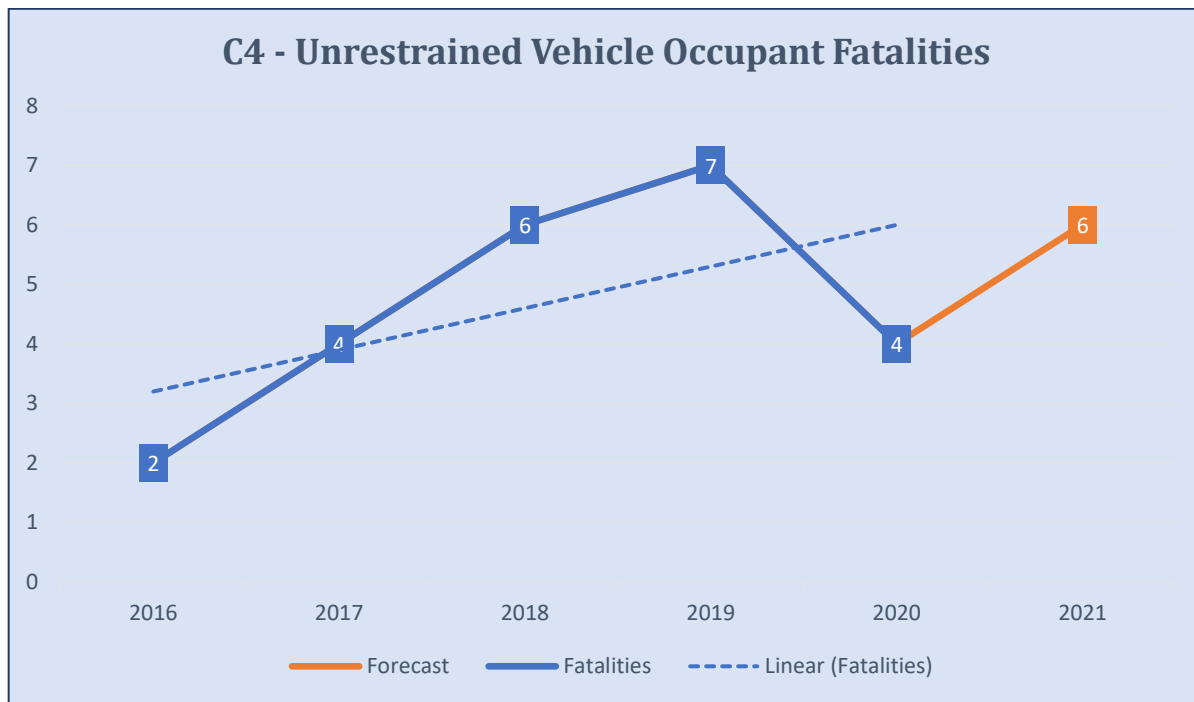
Target Period: 5 Year

Target Start Year: 2017

Performance Measure Justification

This is not applicable to the territory of the USVI.

C-4. Number of unrestrained passenger vehicle occupant fatalities, all seat positions



Traffic Records Performance Measure: No

Target Metric Type: Numeric

Target Value: 4

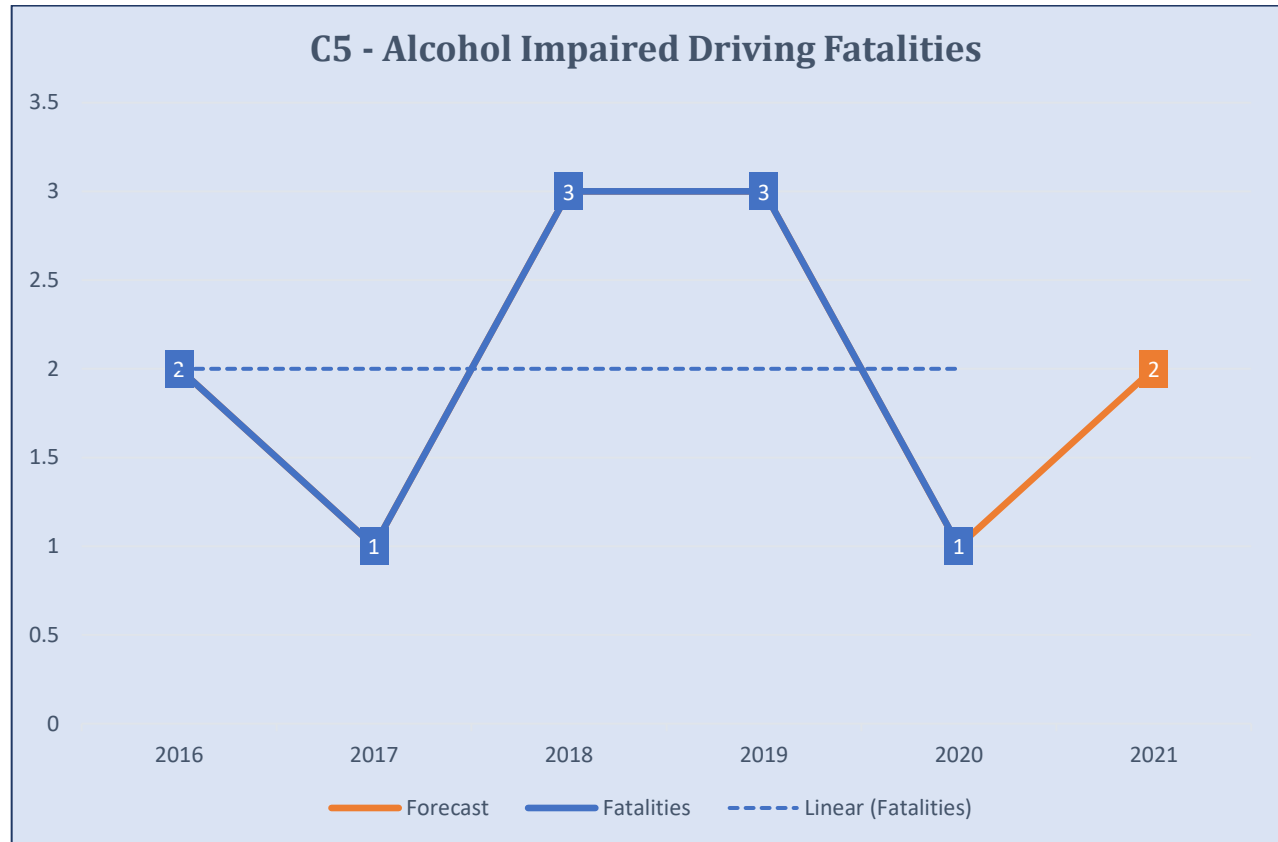
Target Period: 5 Year

Target Start Year: 2018

Performance Measure Justification

Linear trend analysis an increase in this measure for the 2021. Thus, the target was set at 4 for 2022 to slow the increase by 2022 (2018 – 2022) 5-year average.

C-5. Number of fatalities caused by alcohol impaired driving



Traffic Records Performance Measure: No

Target Metric Type: Numeric

Target Value: 1

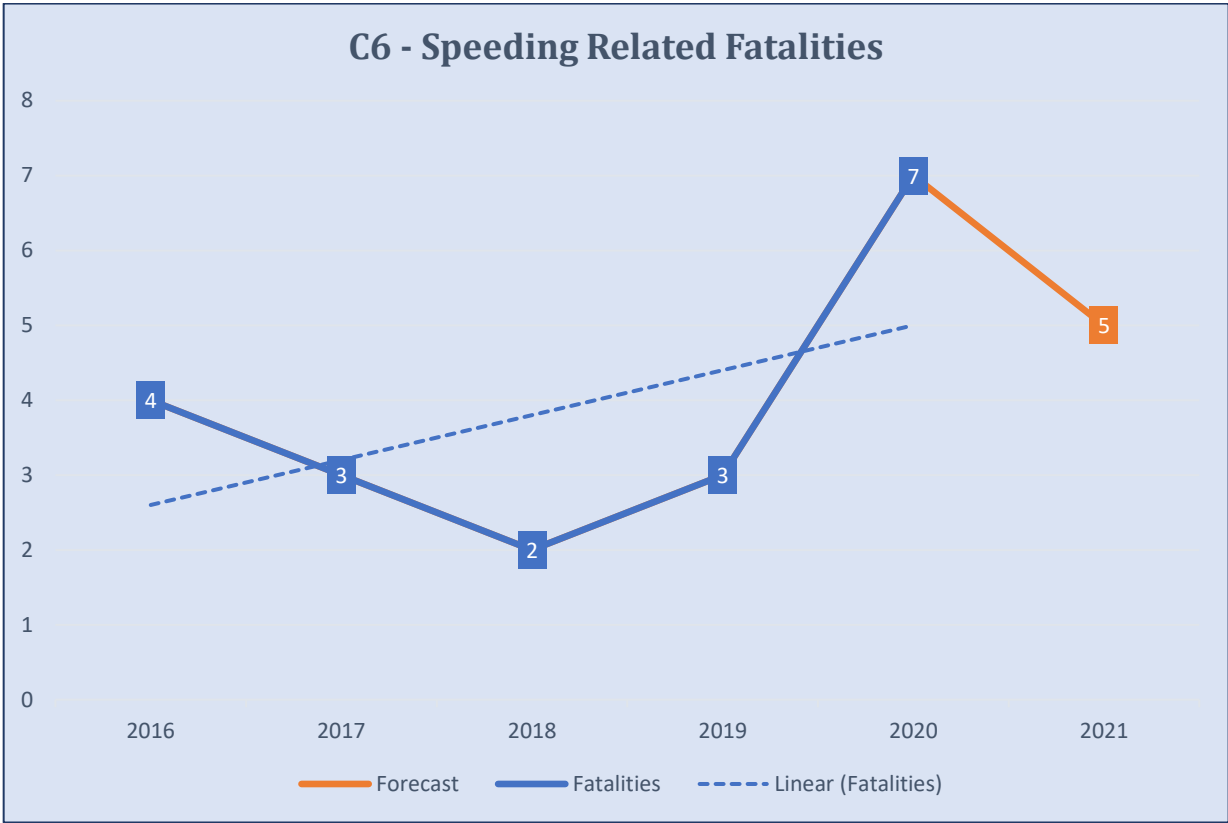
Target Period: 5 Year

Target Start Year: 2018

Performance Measure Justification

Linear trend analysis is forecasting an increase in this category for 2021. Thus, the target value was set at **1** which will lead to a decrease in slope of the trendline for the 2022 (2017 – 2021) 5-year average.

C -6. Number of speeding related fatalities



Traffic Records Performance Measure: No

Target Metric Type: Numeric

Target Value: 2

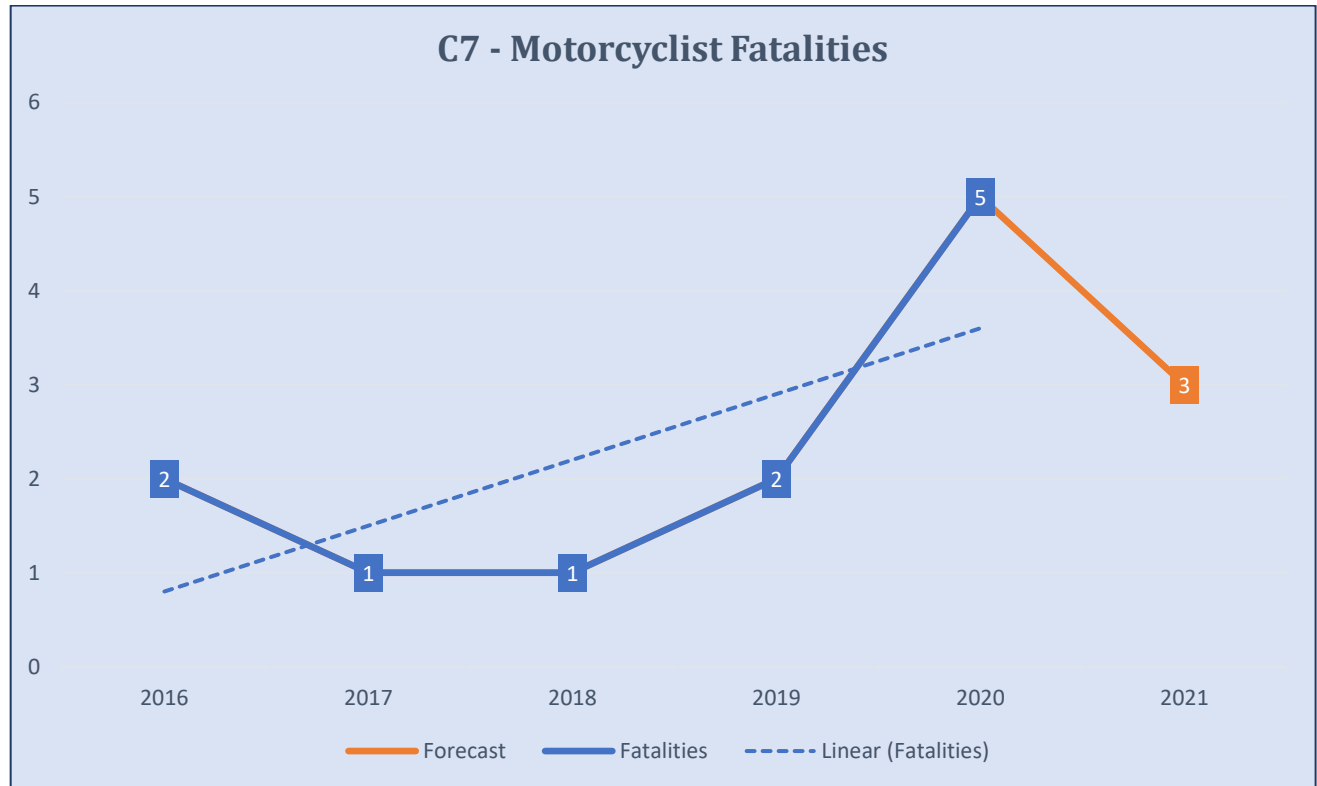
Target Period: 5 Year

Target Start Year: 2018

Performance Measure Justification

Linear trend analysis suggests an increase in this category for 2021. Therefore, the target is set at 2 in an effort to shift the slope of the trendline downwards for 2022 (2018 – 2022) 5-year average.

C-7. Number of motorcyclist fatalities



Traffic Records Performance Measure: No

Target Metric Type: Numeric

Target Value: 1

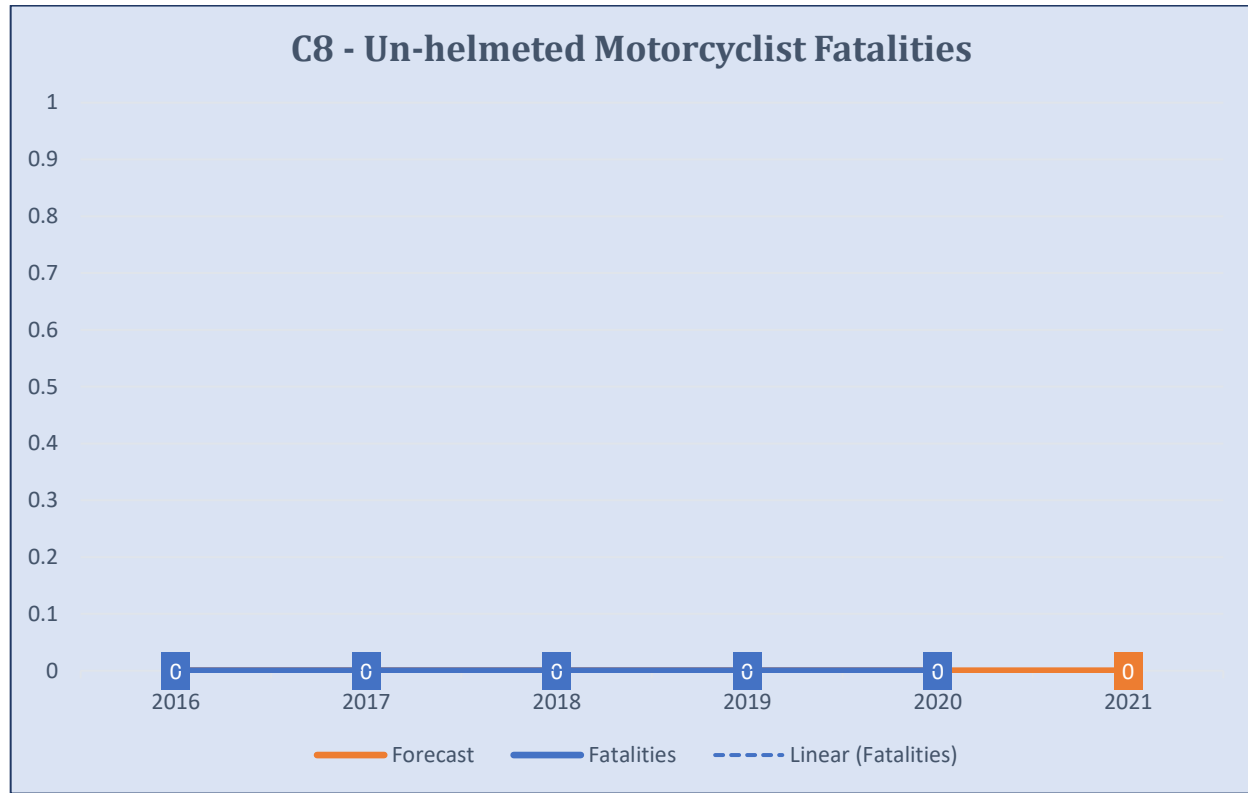
Target Period: 5 Year

Target Start Year: 2018

Performance Measure Justification

Linear trend analysis suggests we will meet the 2021 target that was set for this category. The updated and set at **1** so that the slope of the trendline can shift downwards for 2022 (2018 – 2022) 5-year average.

C-8. Number of un-helmeted motorcyclist fatalities



Traffic Records Performance Measure: No

Target Metric Type: Numeric

Target Value: 0

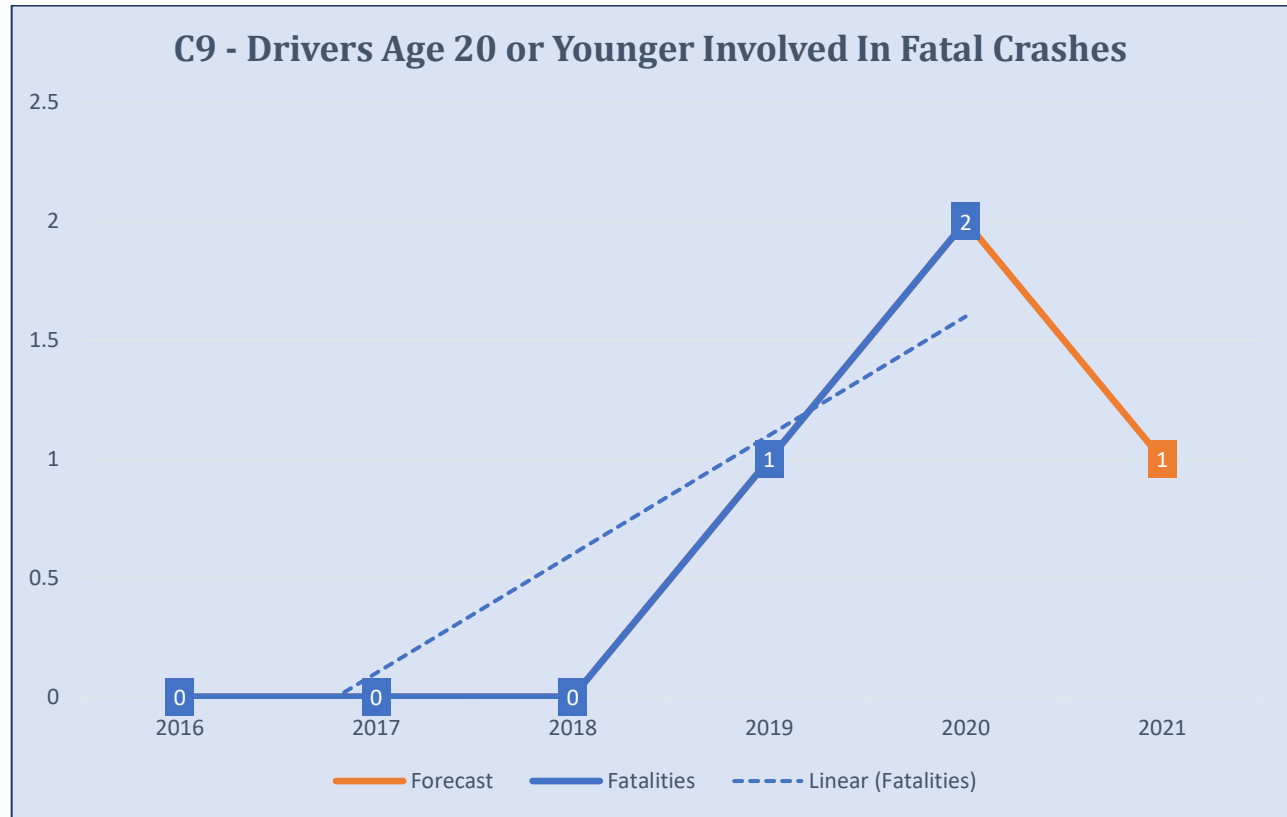
Target Period: 5 Year

Target Start Year: 2018

Performance Measure Justification

For the past 5 years, this category has met its target of 0. The target will remain as **0** for 2022 (2018 – 2022) 5-year average.

C-9. Number of drivers aged 20 or younger fatalities



Traffic Records Performance Measure: No

Target Metric Type: Numeric

Target Value: 0

Target Period: 5 Year

Target Start Year: 2018

Performance Measure Justification

Linear trend analysis predicts a decrease in fatalities of Drivers Aged 20 or Younger for 2021. In order to reduce the slope of the trendline by 2022, the target is set at **0**.

C-10. Number of pedestrian Fatalities



Traffic Records Performance Measure: No

Target Metric Type: Numeric

Target Value: 1

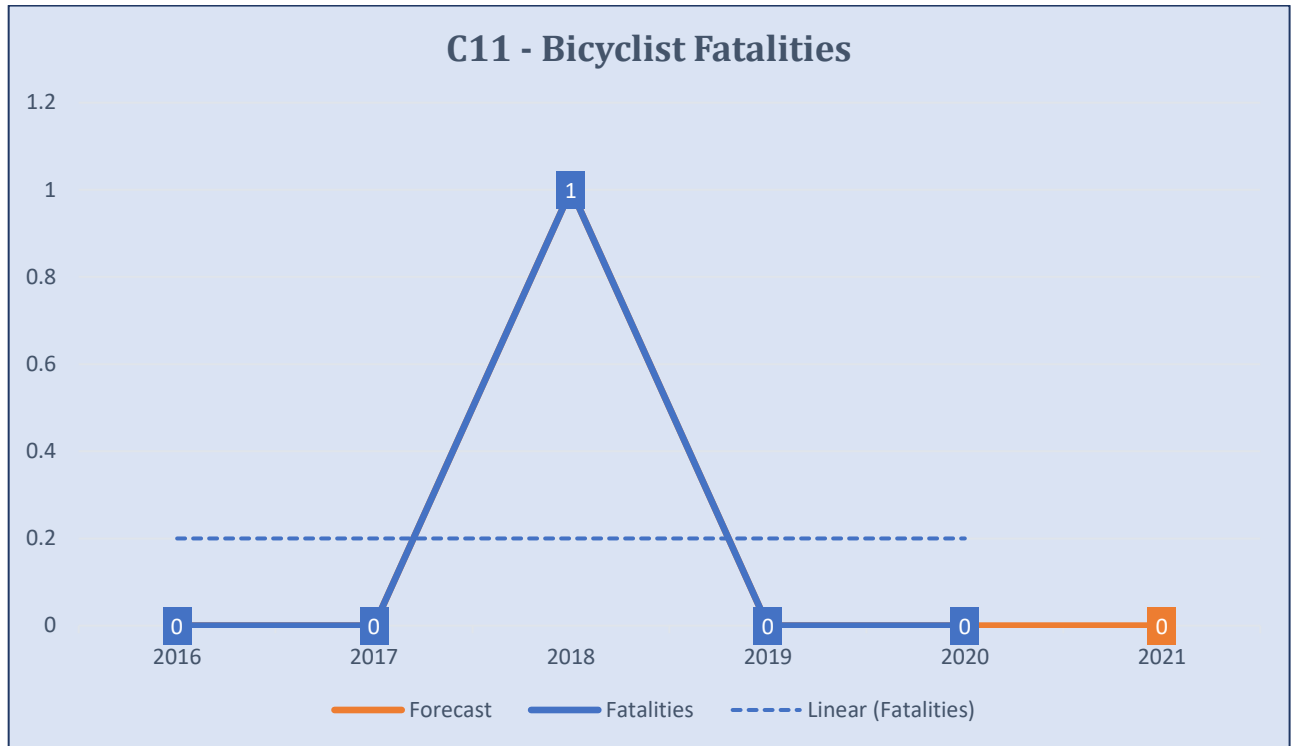
Target Period: 5 Year

Target Start Year: 2018

Performance Measure Justification

Linear trend analysis predicts a decrease in this category for 2021. Therefore, the target for 2022 (2018 – 2022) 5-year average is set at **1**.

C-11. Number of bicyclist fatalities



Traffic Records Performance Measure: No

Target Metric Type: Numeric

Target Value: 0

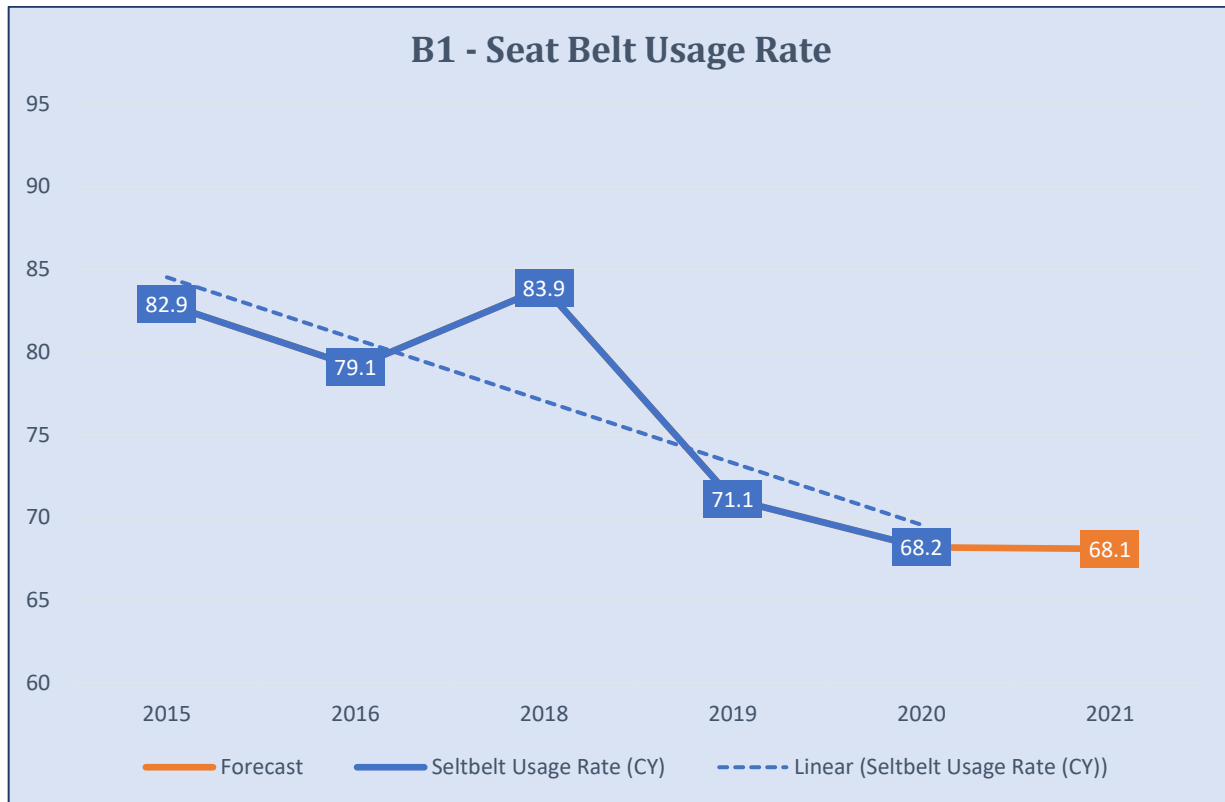
Target Period: 5 Year

Target Start Year: 2018

Performance Measure Justification

Linear trend analysis predicts no change in this category for 2021. Since Bicyclist Fatalities are mostly 0, the target is set at 0 for 2022.

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



Traffic Records Performance Measure: No

Target Metric Type: Percentage

Target Value: 88.6% %

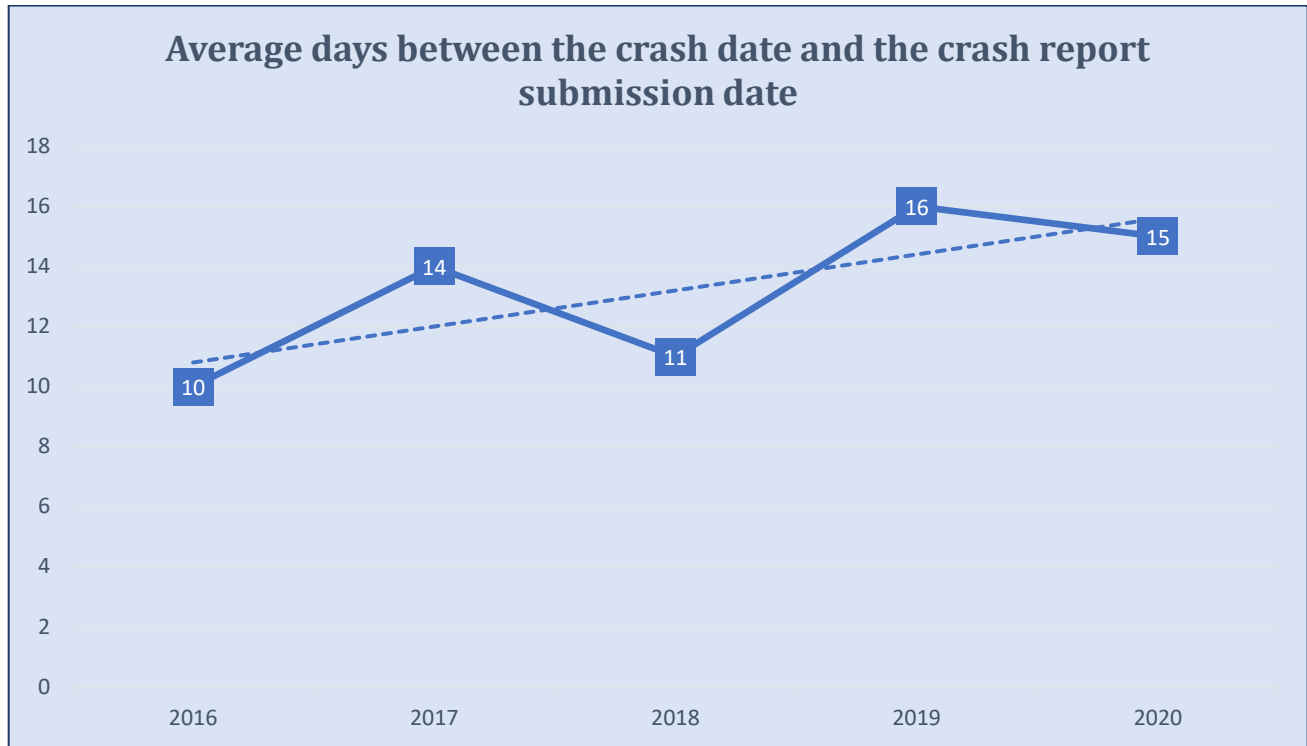
Target Period: Annual

Target Start Year: 2022

Performance Measure Justification

Linear trend analysis is forecasting a decrease in the Seatbelt Usage Rate for calendar year 2021. The target for this measure is set at **88.6%** for Calendar Year 2022. The USVI intends to reverse the trend with extensive educational outreach and enforcement initiatives.

Average days between the crash date and the crash report submission date



Traffic records performance measure: Yes

Primary performance measure attribute: Timeliness

Core traffic records data system to be affected: Crash

Target Metric Type: Numeric

Target Value: 5

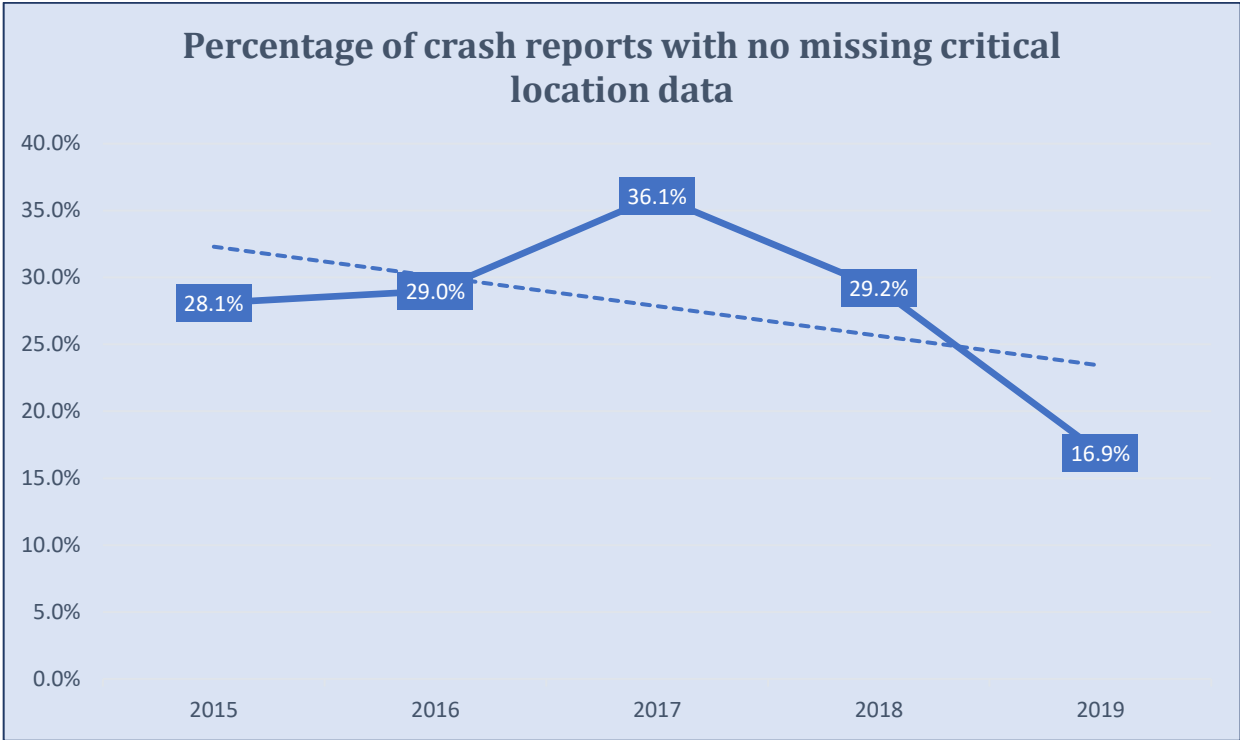
Target Period: Annual

Target Start Year: 2022

Performance Measure Justification

The target value was set based on the standard of the VIPD to submit all crash reports into Report Beam within 5 days of the crash. With the implementation of the TraCS system, the Virgin Islands will be moving towards electronic submission of crash reports. The VIOHS is anticipating, with the new software, upgraded hardware and specialized training, a boost in the timeliness of the crash reports.

Percentage of crash involved vehicles that tag numbers matches BMV’s vehicle files



Traffic records performance measure: Yes

Primary performance measure attribute: Accuracy

Core traffic records data system to be affected: Crash

Target Metric Type: Numeric

Target Value: 56%

Target Period: Annual

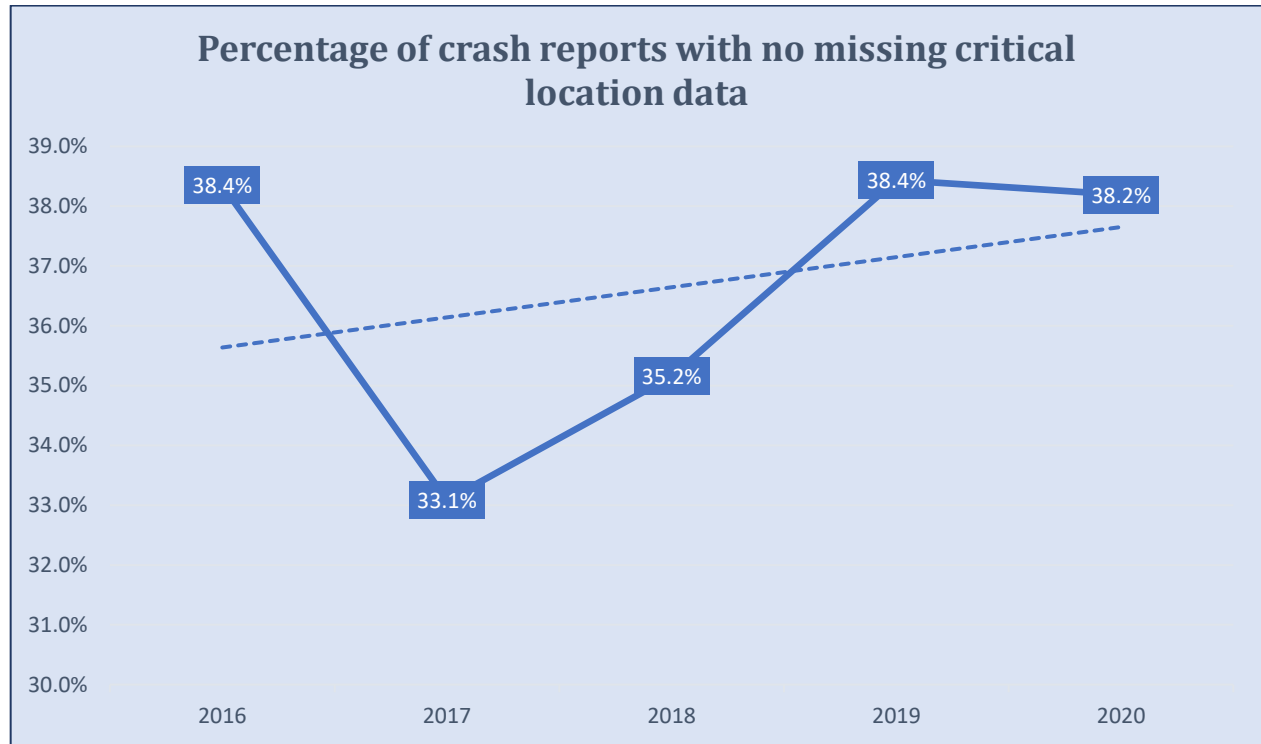
Target Start Year: 2022

Performance Measure Justification

The target value is set at twice the 5-year average in this category for the period of 2015 - 2019. With the implementation of the TraCS system, the Virgin Islands will be moving towards electronic submission of crash reports. The VIOHS is anticipating, with the new software, upgraded hardware and specialized training, a boost in the accuracy of the crash reports.

2020 Data for this category is currently unavailable.

Percentage of crash reports with no missing critical location data



Primary performance measure attribute: Completeness

Core traffic records data system to be affected: Crash

Target Metric Type: Numeric

Target Value: 73%

Target Period: Annual

Target Start Year: 2022

Performance Measure Justification

The target value is set at twice the 5-year average in this category for the period of 2015 - 2019. With the implementation of the TraCS system, the Virgin Islands will be moving towards electronic submission of crash reports. The VIOHS is anticipating, with the new software, upgraded hardware and specialized training, a boost in the completeness of the crash reports.

PLANNING & ADMINISTRATION AGREEMENT

Established by the Government of the Virgin Islands (GVI) in accordance with the Highway Safety Act of 1966, the Virgin Islands Office of Highway Safety (VIOHS) denotes a division within the Virgin Islands Police Department responsible for the reduction of traffic crashes, injuries and fatalities on the roadways throughout the U.S. Virgin Islands. Pursuant to the approval of the Virgin Islands Senate, the division operates on appropriations from the local government and receives the support of the National Highway Traffic *Fixing America's Surface Transportation* (FAST) Act Sections 402 and 405 (b) and (c) grant programs.; and from the Federal Motor Carrier Safety Administration for commercial vehicle traffic safety.

The Planning & Administration project is the cornerstone of the NHTSA funding for the VIOHS. Guided by a renewed mission of improving highway safety territory-wide through the development, promotion, and implementation of educational outreach campaigns; enforcements and community-directed alliances, the VIOHS approaches fiscal year 2022 with clear and measurable objectives, benchmarks, and milestones to ensure success. In adhering to mandates to promote highway safety territory-wide, the VIOHS intends to address community traffic safety issues using the following program areas through the FY 2022 HSP:

- Traffic Records
- Occupant Protection
- Impaired Driving
- Police Traffic Services
- Communications

The design, implementation, monitoring and evaluation of traffic safety initiatives targeting fatality reduction measures will be led the Director of The Virgin Islands Office of Highway Safety and supported by Highway Safety Program Coordinators, Compliance and Fiscal Officers, Traffic Data Analyst and Administrative Assistant. **Program Coordinators** are responsible for independently managing assigned program areas, coordinating traffic safety activities, and identifying opportunities to capture evidence-based data useful in promoting highway safety awareness through creating partnerships and facilitating sub-grantee agreements. The **Compliance Officer** will continue to manage, oversee, and provide needed follow-up to achieve the required actions of the mandated Corrective Action Plan (CAP) resulting from the 2019 NHTSA Management Review (MR). The priority will be to keep VIOHS activities and sub-recipients' projects consistent with the laws, policies, and guidelines of NHTSA and the Government of the Virgin Islands (GVI). The **Fiscal Officer** serves in a technical capacity, providing support and direction on utilizing grant funds within the specified guidelines and conditions of each program and related projects.

The **Traffic Data Analyst and the Junior Analyst** will gather, evaluate and analyze traffic data to maximize relevancy of output for retrieval and timely distribution of useful crash site data. This data will also be used to endorse safety improvements to roadways, conduct effective enforcement

activities, and implement efficient safety campaigns in efforts to save lives territory wide. Initiatives are based on the VIOHS formulation of the HSP and performance achievements are assessed through an annual report. The short-comings of the traffic record systems of the Territory were highlighted in the MR. The agencies with responsibilities for the six core aspects of traffic records were operating independently and installing systems without interface and inter-connectivity capabilities with the other agencies. The re-establishment of the Traffic Records Coordinating Committee (TRCC) to a functioning level is now a priority of the VIOHS to ensure that a traffic records strategic plan for the Territory is developed. Although significant improvements were made in the traffic records program area, improved oversight is needed, and the Director will have to work even more closely with the program director to achieve key milestones within the TRCC and the execution of awarded projects to agencies representing the six core aspects of traffic records.

The ***Administrative Assistant/Paralegal*** duties and responsibilities include providing administrative support to ensure efficient operation of the office. Within the GVI, the procurement division of the Department of Property & Procurement has implemented changes to the system and are demanding more professional services contracts for project activities and their related expenditures. The core duties of this position would be to liaise with the VIPD attorney and the DPP Office of Procurement, Contract Management and Reporting (OPCMR) to ensure that VIOHS' documents move correctly and swiftly through the procurement process.

The VIOHS continues to be guided by the CAP as it is mandated to ensure all aspects of the CAP are established, implemented, and adhered to on a continuing basis. VIOHS' Planning and Administration project aims to provide management and support services for the activities aimed at increasing awareness of the dangers of "risky" traffic safety behaviors, thereby reducing fatalities and increasing seat belt usage throughout the Virgin Islands, engaged drivers and reduce incidences of impaired driving as a result of enforcement activities. Success will be measured by determining whether VIOHS is able to achieve FY2022 goals relevant to *Core Performance Measures*.

Project Title: Planning and Administration

Project Number: 22-PA-402

Funding Source: Fast Act NHTSA 402

Indirect Cost Rate: 16.20% (Subject to change based on the Virgin Islands Office of Management and Budget)

Personnel and Fringe Benefits:

Fiscal Officer - serves as the accounting technical support for the Fiscal Section, which handles all aspects of the NHTSA grant programs within the VI Office of highway Safety to include grant budgets, supervision of purchasing and accounting functions, coordination with central accounting processes financial voucher requests for the VIOHS grant programs. This position will be 90% dedicated to NHTSA programs. While the Grants Tracking System (GTS) remains the main fiscal reporting system for NHTSA, the Fiscal Officer must be fully versed in all operational sections for use by the USVI.

Compliance Officer (Supervising Coordinator) - will work continue to improve and implement the suite of compliant solutions to keep VIOHS activities consistent with the laws, policies, and guidelines of NHTSA and the GVI. The position is also responsible for monitoring expenditures, maintaining a log of assets, verification of program objectives and activities to ensure compliance with federal guidelines as set forth by NHTSA, and keeping the VIOHS' Policies and Procedures Manual current.

Administrative Assistant/Paralegal - duties and responsibilities include providing administrative support to ensure efficient operation of the office. Supports the Director and staffers through a variety of tasks related to Highway Safety. Responsible for confidential and time sensitive material. Within the GVI, the procurement division of the Department of Property & Procurement has implemented changes to the system and are demanding more professional services contracts for project activities and their related expenditures. The core duties of this position would be to liaise with the VIPD attorney and the DPP Office of Procurement, Contract Management and Reporting (OPCMR) to ensure that VIOHS's documents move correctly and swiftly through the procurement process. Ability to effectively communicate via phone and email ensuring that all Administrative Assistant duties are completed accurately and delivered with high quality and in a timely manner. This position will be split 80%/10% between the NHTSA and FMCSA funding.

Operating Expenses:

Travel/Training is needed for professional growth and knowledge to ensure program efficiency continues to be at the forefront. Due to the impact of COVID-19, travel maybe restricted, but where possible will be undertaken.

Operating and Office Supplies are needed to carry out the mission and vision of the Planning and Administration program. Supplies include but are not limited to copy paper, cleaning supplies, and other necessary supplies.

Other Costs – the shipping delays as a result of COVID-19 will require the VIOHS to purchase the computers and monitors during the first quarter of FY2022 instead of during FY2021. The desired items would not have arrived timely to be used in the previous fiscal year. The updated request to purchase the equipment is attached to the

application.

PERSONNEL COSTS

POSITION	GROSS SALARY	FRINGE	TOTAL SALARY & FRINGE	PROJECT %	TOTAL CHARGED TO PROJECT
FISCAL OFFICER	\$ 55,879.00	\$ 25,573.31	\$ 81,452.31	90	\$ 73,307.08
COMPLIANCE OFFICER	\$ 61,200.00	\$ 33,162.60	\$ 94,362.60	100	\$ 94,362.60
ADMIN. ASSIST./PARALEGAL	\$ 55,000.00	\$ 25,299.50	\$ 80,299.50	80	\$ 64,239.60
TOTAL	\$ 172,079.00	\$ 84,035.41	\$ 256,114.41		\$ 231,909.28

FRINGE CALCULATIONS

POSITION	FICA	MED	RETIREMENT	HEALTH	WKM. COMP.	TOTAL
FISCAL OFFICER	\$ 3,464.50	\$ 810.25	\$ 13,131.57	\$ 7,783.00	\$ 384.00	\$ 25,573.31
COMPLIANCE OFFICER	\$ 3,794.40	\$ 887.40	\$ 14,382.00	\$ 13,714.80	\$ 384.00	\$ 33,162.60
ADMIN. ASSIST./PARALEGAL	\$ 3,410.00	\$ 797.50	\$ 12,925.00	\$ 7,783.00	\$ 384.00	\$ 25,299.50
TOTAL	\$ 10,668.90	\$ 2,495.15	\$ 40,438.57	\$ 29,280.80	\$ 1,152.00	\$ 84,035.41

OVERTIME

There are periods during the year when the staff will be required to work additional hours to meet required deadlines and still maintain the operations of the VIOHS.

	OVERTIME				
	Hourly Wage	Projected OT hours	OT Wages	OT Fringe - 7.65%	TOTAL OT COSTS
FISCAL OFFICER	\$ 26.86	208	11175.8	\$ 854.95	\$ 12,030.75
COMPLIANCE OFFICER	\$ 29.42	208	12240	\$ 936.36	\$ 13,176.36
ADMIN. ASST/PARALEGAL	\$ 26.44	208	11000	\$ 841.50	\$ 11,841.50
					\$ 37,048.61

<i>PERSONNEL</i>	<i>\$ 155,491.00</i>
<i>FRINGE</i>	<i>\$ 76,418.00</i>
<i>OVERTIME</i>	<i>\$ 37,049.00</i>
<i>SUPPLIES</i>	<i>\$ 5,000.00</i>
<i>TRAINING</i>	<i>\$ 16,730.00</i>
<i>INTER-ISLAND TRAVEL</i>	<i>\$ 10,000.00</i>
<i>OTHER</i>	<i>\$ 10,000.00</i>
<i>SUB-TOTAL</i>	<i>\$310,688.00</i>
<i>INDIRECT COSTS (16.20%)</i>	<i>\$ 50,332.00</i>
<i>TOTAL</i>	<i>\$361,020.00</i>

Intended Subrecipient

US Virgin Islands Office of Highway Safety

Traffic Records Program

Description of Highway Safety Problems

The USVI's traffic records system provides the basic information necessary for efficient and successful highway safety efforts throughout the Territory. The Territory's traffic records system is used to perform problem identification, establish targets and performance measures, allocate resources, determine the progress of specific programs, and support the development and evaluation of highway and vehicle safety countermeasures.

However, there are significant problems with traffic records in the Territory. These problems include a lack of accuracy, timeliness, completeness, and integration within agencies' data systems. Collecting timely, accurate, and relevant traffic safety data continues to present challenges for the Territory. During fiscal year 2017, the National Highway Traffic Safety Administration (NHTSA) conducted an assessment on the territory's ability to utilize data driven, science-based management practices to decrease the frequency of traffic crashes and mitigate the substantial effects on the motoring public; the review resulted in recommendations to update all of its traffic records system.

The Territory's traffic records databases all performance below average in the 'data quality control programs' module of the 2017 Traffic Records Assessment due to the lack of performance measures for each of its traffic records data system. Data quality are to be regularly measured in timeliness, completeness, accuracy, uniformity, accessibility, and integration using established performance measures. Without these measures the data quality can easily and slowly degrade until the problem becomes monumental.

More recently, a comprehensive analysis on available traffic records data was presented to NHTSA Region 2 by VIOHS in May 2020 as a response to the 2020 USVI Corrective Action Plan. After reviewing this response, NHTSA recommended that a primary focus be placed on the development of the infrastructure, software, training, and other related activities for the Virgin Islands' six core traffic records data systems – Crash, Driver, Vehicle, Roadway, Citation & Adjudication, and Injury Surveillance/EMS.

The Traffic Records Coordinating Committee (TRCC) executive members are:

- ❖ VIPD – Trevor Velinor, Commissioner of Police – Citation/Crash Database
- ❖ BMV – Barbara McIntosh, Director – Driver, Vehicle Database
- ❖ DPW – Derek A. Gabriel – Commissioner of Public Works – Roadways
- ❖ SC – Kevin Williams – Assistant Administrator of Courts – Citation/Adjudication
- ❖ EMS – Iotha Prince – Manager- Dept. of Health – Injury Surveillance
- ❖ LGO-GIS – Chris George – Administrator GIS Division – Roadways

- ❖ VITEMA – Barbara Petersen – Assistant Director – 911 Call Center
- ❖ BIT – Rupert Bruce – Information Technology
- ❖ VIOHS- Daphne O’Neal, Director

The Traffic Record Coordinating Committee (TRCC) was re-established in the January 2020 and a functional traffic records system requires the joint efforts of its stakeholders which holds custodially privileges over traffic records data. Attendance and participation in the TRCC executive meetings has seen an increase during FY2021. The current roster now includes a key representative for each of the core TRS databases. The Traffic Records Coordinator’s continual engagement wit the TRCC stakeholders is crucial to maintaining the increased TRCC activities and projects implementation.

The traffic records databases should be integrated with each other , and the USVI has begun the efforts to link the Driver/Vehicle system to the Citation/Adjudication system in FY2021. The VIOHS is in the process of contracting a transportation expert to develop an integration plan which will outline the TRS’ databases abilities to integrate and sharing information with each other.

It is still a challenge for VIOHS to access external TR data, and this hinders the office’s ability to provide data-driven evidence to support projects such as enforcement initiatives and public outreach.

For example, the crash and roadway databases are not integrated, and this makes it difficult for high incidence areas to be identified for effective placement of campaign ads and enforcement mobilizations.

A highly important aspect of the TRS is the development of performance measures for its data/information systems. Ideally, these performances measures should be developed to measure the effectiveness of the systems and the quality of their data. The lack of performance measure hinders the USVI ability to identify, communicate and prioritize areas of need within the TRS.

Performance Measures

Calendar Year	Performance measure name	Target end year	Target period	Target Value
2022	Average days between the crash date and the crash report submission date	2022	Annual	5
2022	Percentage of crash involved vehicles that tag numbers matches BMV’s vehicle files	2022	Annual	56%
2022	Percentage of crash reports with no missing critical location data	2022	Annual	73%

Countermeasure Strategy:

Traffic Records Program Management

Ensure TRCC Membership is representative

Program Area: **Traffic Records**

Project Description

The efficient implementation of highway safety programs remains critical to the success of the VIOHS efforts to promote highway safety compliance through education, awareness and the resulting reduction in crashes and serious injuries territory wide. The Program Coordinator/Traffic Analyst goal is to ensure that VIOHS' traffic programs/initiatives are designed and conducted based on data-driven evidence. Evidence which will comprise of a combination of analyzed traffic data and recommendations gathered from the TRCC.

Planned Activities in Countermeasures

Unique Identifier	Planned Activity Name
22-TrMAN-402	Highway Safety Office Program Management Project
22-TRSP-402	Traffic Records Strategic Plan Update

Planned Activity: Highway Safety Office Program Management Project – VIOHS Traffic Record Management

Unique Identifier: 22-TrMAN-402

Description

The VIOHS Traffic Analyst will be responsible for the management of the office's traffic records program which will support highway and traffic safety decision making and long- range transportation planning. The traffic analyst position is necessary as it uses tools such as the traffic records assessments to identify deficiencies within the different data systems. For example, it should be able to identify the location and causes of crashes, for planning and implementing countermeasures, for operational management and control, and for evaluating highway safety programs and improvements. This position also researches costs of planned activities to ensure that planned activities are executed within a reasonable budget.

The analyst will also serve as the VIOHS representative throughout the implementation of the e-citation system as well as a critical component in the development of the programs strategical plan. The next traffic records assessment is scheduled for 2022 and the analyst will be involved in coordinating the different stages of this assessment. This includes informing respondents, assigning questions, and uploading documents into STRAP.

The traffic records position will represent the interest of the VIOHS, agencies, and stakeholders within the highway and traffic safety community. This position will be responsible for reviewing

and evaluating new technologies to keep the highway safety data and traffic records systems up to date. This position will track all changes and issues related to ongoing projects, such as preparation, development, and implementation of the strategic plan, project management and TRCC meetings. Provide follow up, technical assistance and evaluate performance of Traffic and Criminal Software system while working closely with the VIPD’s MIS Director.

Intended Sub-recipient

Virgin Islands Office of Highway Safety

Primary Countermeasure Strategy

Traffic Records Program Management

Funding Source

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2021, 2022	FAST Act 402	Yes	\$200,000

Planned Activity: Traffic Records Strategic Plan Update

Unique Identifier: 22-TRSP-402

Countermeasure Strategy:

Ensure TRCC Membership is representative

Description

For the U.S. Virgin Islands to qualify for NHTSA’s Section 405(c) grant the Territory must submit, with its Highway Safety Plan, a Traffic Records Strategic Plan. The strategic plan requirement (23 CFR 1300.22(b)(2)) states that strategic plans must accomplish the following:

- Describe specific, quantifiable, and measurable improvements that are anticipated in the State’s core safety databases.
- Provide a list of all recommendations from the most recent traffic records assessment.
- Identify which traffic records assessment recommendations the State tends to address, along with which Highway Safety Plan (HSP) projects will address each recommendation, and the performance measure used to track progress.
- Identify which recommendations from the traffic records assessment the State will not address and provide reasoning.

The 2021 Traffic Records Strategic Plan was developed based off recommendations made by NHTSA in the 2017 Traffic Records Assessment and a more current situational analysis conducted by the contracted to develop the strategic plan. The Traffic Records Assessment is performed every 5 years and NHTSA has already proposed the date to begin the 2022 assessment on the Territory’s TRS. The proposed dates for the 2022 assessment is as follows:

- February 14 – Introduction to the System webinar (STRAP Training)
- March 14 – April 1 – Kickoff meeting and Round 1 of Questioning
- April 2 – 13 – Round 1 Assessment
- April 14 – 26 – Reviewing
- April 26 – NHTSA On-Site Mid-Point Meeting
- April 27 – May 13 – Round 2 of Questioning
- May 14 – 29 – Round 2 Assessment
- May 30 – June 5 – Facilitator’s Round
- June 6 – 10 – Reviewing
- June 10 – Final Report Delivery
- June 13 – 17 – Final Report Webinar

The VI TRCC is anticipated the completion of its Traffic Records Strategic Plan by the end of FY 2021. However, the impact of COVID-19 on GVI operations delayed this, and the response(s) to the Request for Proposal were reviewed and final selection made in late July 2021. An executed contract is not expected until October or November as the GVI procurement and vendor payment system will be doing the FY2021 closing processes. This plan will assist the territory in identifying problems within the traffic records system and help to prioritize improvement efforts for FY 2022

Ideally, the TR strategic plan is updated annually to reflect recent improvements to the TRS, therefore funding will be provided to the TRCC to support the update of its 2021 TR Strategic Plan to include any TRS improvements and the recommendations made by NHTSA in the 2022 Traffic Records Assessment.

Intended Sub-recipients

The Virgin Islands Traffic Records Coordinating Committee

Funding Source

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2021, 2022	FAST Act 402	Yes	\$98,000

Countermeasure Strategies:

Oversee Quality Control and Traffic Records Data Improvements
Improve Traffic Records System Integration
Improve Procedure and Process Flows Within the Traffic Records System

Program Area: **Traffic Records**

Project Description

It is required for States and Territory to have an established Traffic Records Coordinating Committee that is composed of members representing the interests of traffic safety data collectors, managers, and users. The VI TRCC is now active and will help oversee and support efforts to improve the data systems, data qualities and analytical capabilities of the Territory.

For this to be achieved, quality traffic records data exhibiting the six primary data quality attribute- timeliness, accuracy, completeness, uniformity, integration, and accessibility- is necessary. This data can then be used to improve data systems, traffic safety and effectively manage the motor vehicle transportation network, at the Federal, State, and local levels. Such data enables effective problem identification, countermeasure development and application, and outcome evaluation for highway and traffic safety projects within the U.S. Virgin Islands.

The Traffic Records program has seen an increase in activity which includes the launch of its system integration efforts, and solidifying a plan to boost integration during the current fiscal year. The re-establishment of partnerships/agreements with the DOH-EMS, BMV, and the SC. It has supported major hardware upgrades for critical components of the TRS, and an increase in the TRS representation at TRCC meetings.

Planned Activities in Countermeasure

Unique Identifier	Planned Activity Name
22-TRSDCI-402	Traffic Records Systems Integration & Data Cleaning Initiatives
22-BMVSI-402	Bureau of Motor Vehicle Systems Improvements
22-EMSDDS-402	EMS Data Support
22-DPWRDS-402	DPW Roadway Data Support
22-eCITE-402	e-Citation Project

Planned Activity: Traffic Records Systems Integration Initiatives

Unique Identifier: **21-TRSDCI-402**

Countermeasure Strategy:

Improve Traffic Records System Integration

Oversee Quality Control and Traffic Records Data Improvements

Description

The USVI began its data systems integration efforts during the FY 2021 with the SC and the BMV working towards linking their respective data system. This integration will lead to more effective enforcement of driver liens and management of driver points after traffic offense dispositions.

Further linkage amongst the TRS is pivotal to the improvement of the quality and value of the data within it. After the installation and launch of the e-Citation software, TraCS, VIOHS is anticipating an increased in the traffic records stakeholders' interest to integrate their system with it. A situational analysis on the TRS will be conducted to develop an integration plan for the different system. Once completed, this plan will be used to identify common data elements across the systems and present opportunities for linkage amongst them. With the integration plan, the TRCC members will be able to effectively communicate with their systems developers about the improvements needed to facilitate linkage to other external TR databases.

Therefore, this project will aim to support the TRCC efforts to link and integrate data systems based on the recommendations made in the integration plan. If further deficiencies are discovered during the development of the 2022 TR assessment, adjustments will be made to these projects. If the period of performance does not allow for project adjustment, the deficiencies will be corrected in FY2023.

This project will also assist the SC and other custodians of the traffic records databases to obtain the resources necessary for them to collect/store traffic records data; update/cleanse historical traffic records data and analyze/measure the performance of their respective databases. These resources will include eligible personnel, trainings, professional services, equipment, and supplies. After the completion of the integration with BMV, the SC is planning to clean their historical data to improve the quality of citations.

The LGO/GIS unit will continue its efforts of improving picture quality of the captured imagery of plotting data using available traffic records program funding.

Intended Sub-recipients

Agency	System	Estimated Funding
Lieutenant Governor's Office	Roadway	\$80,000
Superior Court of the Virgin Islands	Citation & Adjudication	\$80,000
Department of Justice	Citation	\$80,000
Virgin Islands Police Department	Crash & Citation	\$80,000
Department of Health	EMS	\$80,000
Virgin Islands Territorial Emergency Management Agency	911 Call Center	\$80,000

Funding Source

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2021, 2022	FAST Act 402	Yes	\$480,000

Planned Activity: Bureau of Motor Vehicle Data Quality, Verification & System Improvement Initiative

Unique Identifier: **22-BMVSI-402**

Countermeasure Strategy:

**Oversee Quality Control and Traffic Records Data Improvements
Improve Traffic Records System Integration
Improve Procedure and Process Flows Within the Traffic Records System**

The BMV has identified three areas in which integration with the court and insurance companies systems will improve BMV 's ability to track drivers, vehicles and the insurance status of both. The project will include vehicle data quality, vehicle insurance verification and the vehicle drivers points system

Objective #1:

Description

This project will support the BMV's data cleansing efforts which aims to utilize their current system developer, Omni System, to reviews all their customers records within their databases to detect, correct, or remove the inaccurate records. The BMV and Omni System has already began discussing the details of the project and the BMV is planning on a FY 2022 started date.

The VIOHS believes this objective will improve on the data attributes for the Driver and Vehicle records such as its accuracy, completeness, and uniqueness.

Objective #2:

Description

The BMV is currently working towards upgrading their vehicle records software capabilities by installing a module that allows the agency to actively monitor the insurance status of the vehicles in the Territory. The details of the best methods to integrate the insurance companies information with the BMV system is ongoing. BMV anticipates that the major insurance carriers will lead, and with their successful interface of only the relevant traffic data, the smaller "mom and pop" agencies will follow. With the successful first step, quality control and monitoring will require additional staff whose duties will include but not be limited to alerting drivers of insurance status changes and reporting system operational deficiencies. When completed, the program can provide the funding necessary for the BMV to hire personnel which will be task with the management of the newly acquired system, if necessary.

Objective #3:

Description

During FY 2021 and after the completion of the integration with the SC, the BMV plans on upgrading their driver records software capabilities by installing a module that allows the agency to actively track, store and analyze driver’s driving history so the agency can actively enforce the VI’s driver’s point system laws. These laws were developed to identify problem drivers and offer behavioral interventions to reduce risky driving on the Territory’s roadways. The details of the best methods to integrate the SC points systems with the BMV system are ongoing. Therefore it was delayed for further development and inclusion in FY 2022. The VIOHS will provide the funding necessary to facilitate the BMV’s driver system upgrading efforts and also allow them to hire personnel which will be task with the management and enforcing the VI’s point systems laws. Some examples of the staffers responsibilities includes notifying drivers of points deductions, creating and hosting educational interventions for problem drivers.

Intended Sub-recipients

Virgin Islands Bureau of Motor Vehicle

Funding Source

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2021, 2022	FAST Act 402	Yes	\$250,000.00

Planned Activity: EMS Data Support

Unique Identifier: **22-EMSDS-402**

Countermeasure Strategy:

**Oversee Quality Control and Traffic Records Data Improvements
Improve Procedure and Process Flows Within the Traffic Records System**

Description

The Department of Health Office of Emergency Medical Services (VIEMS) provides out of hospital emergency care to patients with traumatic injuries and medical emergencies from initial 911 call to dispatch, field response, transport, and transfer to the Emergency Room. The VIEMS continuously aims to improve on their operational procedures, process flows, medical charting system and the quality of injury surveillance data that they gather. During fiscal year 2021, the VIEMS was awarded funding to assist with their traffic records related improvement efforts. The awarded funds were used; to outfit emergency medical technician with updated Toughbook which has the technologies needed to connect to the Territories public safety Records Management System; to provide re-certification and data quality control training to the EMS staff; To upgrade the EMS charting system to include new business rules and data validation abilities; and to support the annual maintenance fees for the charting system. The VIOHS plans to continue providing funding to support the VIEMS' efforts to improving the quality of their services and data.

Intended Sub-recipients

Virgin Island Department of Health – Office of Emergency Medical Services

Funding Source

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2021, 2022	FAST Act 402	Yes	\$100,000

Planned Activity: DPW Roadway Data Support

Unique Identifier: **22-DPWRDS-402**

Countermeasure Strategy:

**Oversee Quality Control and Traffic Records Data Improvements
Improve Procedure and Process Flows Within the Traffic Records System**

Description

The last official statistics relative to the average daily traffic on major highways in both districts for the USVI was done in 2009 (Appendix F – Average Daily Traffic Counts). The changes which affected the territory since 2009 were significant. New roadways were created; the territory was affected by two major hurricanes in 2017 which a damaged significant portion of the roadways. Therefore, VIOHS will work with DPW to improve the roadway data systems since critical safety data include not only crash information but also traffic data, speed data and roadway geometrics.

The backbone of all TRS data analysis is dependent on an up-to-date roadway information system which can be integrated with other TR data system to allow for storing and access to more robust safety data.

Each State and Territory was comprehensively assessed in terms of the collection, management and use of roadway safety data by the FHWA for their Data Capabilities Assessment. This assessment can be used to identify the strengths and opportunities that are presently available for the USVI roadway information system.

The DPW has recently acquired a new roadway asset management system, iWorq System, and included with this acquisition, is an assessment of the Territories roadways to properly build their inventory/database. The department is planning on utilizing funding from the VIOHS to support the maintenance of their new management system and to activate the traffic cameras that are already installed on traffic lights throughout the Territory.

This project should aim to; improve the DPW roadway system so that it can meet nationally recognized uniform criteria (such as MIRE); assist with the development of performance measures for the system to allow for management to effectively identify areas of need; and formalizing procedures/process flows within a data dictionary that document how new data is entered, tracked and by whom.

Intended Sub-recipients

Department of Public Works

Funding Source

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2021, 2022	FAST Act 402	Yes	\$150,000

Planned Activity: e-Citation Project.

Unique Identifier: **22-eCITE-402**

Countermeasure Strategy:

**Oversee Quality Control and Traffic Records Data Improvements
Improve Procedure and Process Flows Within the Traffic Records System**

Description

The planned improvement of the citation system of the territory from manual to electronic is slated to be completed in 2022. The delays associated with contracting with the GVI, reduced manpower for installation and utilization of equipment, and system integration has stretched the completion of this project. The planned costs for the subject matter expert for the systems integration will be included in the planned costs for FY2022.

Intended Sub-recipients

Virgin Islands Police Department

Funding Source

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2022	FAST Act 402	Yes	\$250,000

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Description of Highway Safety Problems

VIOHS was able to complete the *Observed Seatbelt use for Passenger Vehicle Front Outboard Occupants* (Seatbelt Survey) in 2020, which reported a 2.9% reduction to 68.2% seat belt usage. The decreased use in calendar year 2020 appears to continue in 2021. The continued declining trend as indicated in the chart below is one of the major challenges facing traffic safety in the Territory. However, the Territory must aim to keep in line with the national average of 90.7%. Therefore, VIOHS has set the CY2022 Goal at 88.6% usage.

2016	2017	2018	2019	2020	4-Year Moving Avg.	2022 Goal
79.10%	N/A	83.9%	71.1%	68.2%	75.6%	88.6%

Historically, seat belt usage rates throughout the territory have been low compared to many States and other Territories which averaged 90.7% (USVI CY2020 Scientific Survey Report). The low seat belt usage rate demonstrates a lack of a safety culture within the Territory. In addition to adults (drivers and passengers) choosing not to wear their seat belts, parents are also choosing not to ensure that new born infants, toddlers, and pre-teens are buckled in their seats or using the correct car seat for the relevant age group. Also the 33rd Legislature of the US Virgin Islands amended Title 20 Part II Chapter 41 section 466 to state “and any passengers age fourteen and older seated in the outboard rear and center rear seats are restrained by a lap restraint”, the adherence and enforcement is minimal.

Therefore, with the relaunching of the VIOHS Occupant Protection program in 2021, it is expected that seat belt usage rates in the territory will begin to increase. VIOHS utilized various methods of educational outreach to increase awareness of the benefits of utilizing occupant protection safety measures. Those methods included a full page quarterly informational guide on the VI laws and the best methods to safely secure adults, infants and children using a print medium; public service announcements tied to local and national holidays; radio and television safety messages during prime time listening and viewing schedules; and placement of all outreach messages on the VIPD website, Facebook page, and on Twitter. VIOHS contacted the hospitals, childcare facilities, non-profit organizations and various government agencies to notify of the re-established program and to assist in identifying any sectors of the community which is underserved or could possibly be overlooked.

Due to travel restrictions caused by the impact of COVID-19, the Child Passenger Safety (CPS) Technician training could only be implemented in the last quarter of FY2021. The installation technicians all need to be re-certified. This is a key component to the CPS section of the Occupant Protection program. With certified technicians, the VIOHS can conduct more fitting stations outreach within the territory.

VIOHS works to achieve performance targets through employing evidence-based countermeasure activities that mitigate identified problems and satisfy performance targets. VIOHS utilizes *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices* (9th Edition, 2017) as guidance to identify strategies that have proven effective nationally and are appropriate given data relevant to problem identification and available resources. VIOHS also is guided by the *Uniform Guidelines for State Highway Safety Programs*.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2021	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2022	Annual	3.00
2021	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2022	Annual	88.6%

Countermeasure Strategies in Program Area

Countermeasure Strategy
Child Passenger Safety
Drivers on rural roadways
Unrestrained Nighttime drivers
Enhanced Emergency Services
Highway Safety Office Program Management
Occupant Protection Observational Survey

Countermeasure Strategy: CHILD PASSENGER SAFETY

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

Activities under this project include the training and certification of CPS technicians, training equipment, training materials, travel, per diem, lodging, and other related costs.

Certified technicians participate in publicized inspection checkpoints and provide supplies and equipment to conduct the checkpoints. Purchase of child restraint seats for checkpoints, fittings stations and community outreach programs will be funded with 405(b) funds, to be distributed through VIOHS car seat clinics.

Linkage Between Program Area

CPS training program will create a baseline of the number of certified CPS techs and the number of inspection stations within the territory. Funding will cover training equipment, training materials, per diem, lodging, and other related costs.

Rationale

This strategy is based on Countermeasures that Work 2017, Chapter 2, Seat Belt and Child Restraint, Section 7.2, programs that make child seats available at low cost. This countermeasure was chosen since 22% of the USVI population lives in poverty, according to the 2010 U.S. Census. In addition, 20% of the USVI population is between 0 to 14 years of age (2010 U.S. Census). This countermeasure will reach the targeted population and instill the importance of using the appropriate restraint while in a vehicle. Funding will cover training equipment, training materials, per diem, lodging, and other related costs.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
22-OPCPS-FIT-405(b)	CPS FITTING STATIONS
22-OPCPSTr-405 (b)	CPS TRAINING

Planned Activity: CPS FITTING STATIONS

Planned activity number: **22-OPCPS-FIT-405(b)**

Planned Activity Description

VIOHS will promote the use of child restraints and assure that a plan has been developed to provide an adequate number of inspection stations. VIOHS will fund projects to ensure child safety seat inspections and child passenger education in conjunction with fitting stations through CPS Training.

The USVI does not have any areas which are classified as **Urban**.

The USVI, based on its population, is considered **Rural**. As per the 2010 census, the population count was over 106,000 separated in the three main islands. The population, which declined with the impacts of hurricanes Irma and Maria, has begun to increase. However, the recovering territory continues to face COVID-19 impacts to the economy which have sustained the poverty rate and resulting challenges in meeting the basic standards of living. To obtain subsistence and properly care for infants and toddlers, parents in the community continue to contact the Department of Health – hospitals –and the Department of Human Services in each island district.

There is one main hospital on each island district – Roy Lester Schneider Medical Center in the St. Thomas/St. John district and Juan Luis Hospital on St. Croix. The VIOHS will continue to coordinate with the leadership of both medical facilities to create designated areas to provide child passenger safety education through fitting stations and safety seat installations and inspections for newborns, infants, and toddlers. Each hospital has a mandate which requires that any newborn leaving the hospital be discharged to a vehicle equipped with the proper car seat. The Nursery staff is required to conduct short presentations on how to properly install and use a car seat. Therefore, CPS training is necessary to ensure correct information is conveyed to the new parents.

CPS Inspection & Fitting Stations in conjunction with hospitals – 2

The VIOHS will liaise with the Department of Human Services to arrange planned educational outreach to managers of their facilities which house children between the ages of birth to ten years to provide child passenger safety education through fitting stations which focus on inspections, safety seat installations and education presentations. The Department of Human Services Head Start program has a capacity of approximately 500 children at approximately 20 locations in each island district (numbers are based on information on the DHS website www.dhs.gov.vi). The Department of Human Services has indicated that the agency has the capacity to purchase additional seats for distribution by VIOHS.

CPS Inspections & Fitting Stations in conjunction with DHS Head Start or related program 5 (with adjustments made for the impact of COVID-19):

- 2 April – September – St. Thomas
- 2 April – September – St. Croix
- 1 April – September – St. John

The VIOHS will also reach out to private childcare centers to offer CPS inspections and fitting stations demonstrations and education to ensure that segment of the population is served.

CPS Inspections & Fitting Stations in conjunction with private childcare centers 5:

- Minimum of 2 – St. Thomas
- Minimum of 2 – St. Croix
- Minimum of 1 – St. John

The public housing communities are considered the **At-Risk** areas of the USVI. These communities are supervised and maintained by the Virgin Islands Housing Authority (VIHA). Based on information at the VIHA website <http://vihousing.org>, VIHA operates 21 housing communities across the territory.

The VIOHS will liaise with the VIHA to offer CPS inspections and fitting stations demonstrations and education outreach at 10% of each of the housing communities on St. Thomas and St. Croix in FY2022.

CPS Inspections & Fitting Stations in conjunction with VIHA 3:

- Communities selected will be based on the recommendations of VIHA

Intended Subrecipients

VI governmental agencies, non-profits, private contractor, and hospitals

Countermeasure strategies

Countermeasure Strategy
CHILD PASSENGER SAFETY

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2021, 2022	FAST ACT NHTSA 405(b)	Yes	\$25,000.00

Planned Activity: CPS TRAINING

Planned activity number: **22-OPCPSTr-405(b)**

Planned Activity Description

The VIOHS will continue to support its campaign to promote child passenger safety through training technicians, law enforcement officers and community participants to ensure the most current and safe seat installation methods are used. VIOHS aims to increase access to CPS Technicians and Fitting Stations by training approximately 30 more persons in the Territory, doubling the number of technicians trained in 2021.

In anticipation of continued COVID-19 concerns, the VIOHS will pursue the hybrid training module in FY2022 to reduce in-person contact hours for CPS Technician training. The VIOHS will liaise with our NHTSA partners to obtain the listing of qualified technician instructors. Additionally, VIOHS will continue to collaborate with the Virgin Islands Fire Service (VIFS), and the VIPD Training Academy to ensure that the technician workshop is planned to achieve maximum results.

The anticipated amount of training classes to be held during the planned period will be a minimum of two (2) classes with a maximum of six (6) territory wide equally divided in the two districts.

Intended Subrecipients

VI governmental agencies, non-profits, private contractor, and hospitals

Countermeasure strategies

Countermeasure Strategy
CHILD PASSENGER SAFETY

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2021, 2022	FAST Act 405 (b)	Yes	\$25,000.00

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
22-OPHRP-NSE-405(b)	INTEGRATED NIGHTTIME SEAT BELT ENFORCEMENT
22-OPHRP-TD-405 (b)	TEENAGE DRIVERS

Planned Activity: NIGHTTIME SEAT BELT ENFORCEMENT

Planned activity number: **22-OPHRP-NSBE-405(b)**

Planned Activity Description

In the USVI seat belt use enforcement activities are typically conducted between 16:00 – 20:00 hours. This small frame of hours does not adequately capture the lack of seat belt use during the hours when night activity locations (bars, restaurants, carnival and festival activities, and private parties) are at their peak. VIOHS will continue the plan to enforce the use of seat belts during the nighttime throughout the territory by combining high visibility enforcement campaigns with media outreach to promote the use of seat belts at all times.

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Based on the USVI’s annual seat belt surveys conducted during the period 2016 – 2020, the four year moving average was 75.6%, indicating a steady downward trend from the high of 82.7% in the calendar year 2015. There are indications that the trend will continue for 2021 because of the reduced enforcement due to the impact of COVID-19, and reduction of law enforcement strength in the Territory. There were no observations after 6:00 pm included in these surveys. *Nationally, daytime seat belt use is at 90.71% (Pickrell & Li, 2016), with 43 States and the District of Columbia having seat belt use at 80% or higher (Pickrell, 2017). This indicates the large majority of drivers and passengers are wearing their seat belts during daytime hours; however, there remains a proportion of the population who still do not buckle up regularly.**

The USVI had three (3) Unrestrained Occupant fatalities after 5pm during the calendar year 2018 of which 2 were on the island of St. Croix and 1 on the island of St. Thomas. During the calendar year 2019 there were 4 Unrestrained Occupant fatalities after 5pm, all on the island of St. Croix.

The nighttime seat belt enforcements are needed because there is low expectation of enforcement during the hours 9:00pm – 2:00am, During that period after the closing of bars, restaurants, carnival and festival, and private parties, enforcement officers will be able to mitigate the danger unrestrained drivers and passengers pose to themselves and to other sharing the roads.

*Communications and outreach campaigns directed at low-belt-use groups have been demonstrated to be effective for targeted programs that support, and are supported by, enforcement.**

The VIOHS will work with all law enforcement agencies in the Territory to plan communications and outreach campaigns with a minimum of two nighttime initiatives on each of the islands of St. Thomas and St. Croix and one on the island of St. John. Initially, the initiatives will be planned during the period of the local carnival and festivals.

- St. Thomas:
 - (i) During the designated week of Carnival Festivities (tentatively two weeks after Easter)
 - (ii) During the Christmas season (December 20 – December 31)
- St. Croix:
 - (i) During the week of St. Patrick’s Day celebrations (TBD)
 - (ii) During the period of Christmas Festival celebrations (Last week of December thru the first 10 days of the following January)
- St. John:
 - (i) During the 4th of July festival celebrations week.

If these planned dates are still impacted by COVID-19, alternate enforcement periods will be selected.

The VIOHS LEL and the Occupant Protection traffic safety manager will be responsible for conducting radio interviews, PSAs etc. on the local AM & FM stations, the local television station and the cable networks with local interface.

**Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices – Ninth Edition, 2017*

Intended Subrecipients

VIOHS, VIPD, other USVI Law Enforcement Agencies

Countermeasure strategies

Countermeasure Strategy
INTEGRATED NIGHTTIME SEAT BELT ENFORCEMENT

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2021,2022	FAST ACT NHTSA 405(b)	Yes	\$90,000.00

Planned Activity: TEENAGE DRIVERS

Planned activity number: **22-OPHRP-TD-405(b)**

Planned Activity Description

The VIOHS will continue the campaign to promote seat belt use among teenage drivers and their passengers who usually fall within the same age group. This would be accomplished by a joint effort between the VIOHS, the territory junior and high schools, and community youth organizations. *Schools provide well-defined and somewhat controlled audiences for seat belt use programs. Education and other communications strategies can be tailored to a specific audience.** Should USVI schools continue to operate on online platforms, virtual means will be used to engage the target audience.

The VIOHS will also liaise with driving schools within the territory to provide educational outreach for teenage drivers. The driving schools can deliver the message by one-on-one conversations with the student-drivers through pamphlets and brochures and proper restraint use demonstrations.

**Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices – Ninth Edition, 2017*

Intended Subrecipients

VIOHS, private contractors

Countermeasure strategies

Countermeasure Strategy
TEENAGE DRIVERS

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2021, 2022	FAST Act 405 (b)	Yes	\$50,000.00

Countermeasure Strategy: HIGHWAY SAFETY OFFICE PROGRAM MANAGEMENT

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

This position serves as a professional specialist with independent responsibility for the development of territory-wide efforts geared towards increasing sub-grantee applicants and the amount of VIOHS initiatives conducted with community groups, governmental agencies, and educational institutions. The Highway Safety Planner directs the oversight of the VIOHS community outreach efforts for all programs and coordinates the establishment of initiatives targeting various segments of the motoring public throughout the U.S. Virgin Islands. A highway safety planner/traffic safety manager will usually allocate time to occupant protection activities and to planning outreach activities territory-wide. However, in FY2022 with the emphasis on traffic records improvement, the time allocation will be distributed 60% Occupant Protection management, 20% outreach and 20% traffic records.

Linkage Between Program Area

The expansion of highway safety programs remains critical to the success of the VIOHS. Efforts to promote highway safety compliance through education, increased seatbelt usage and correct use of child protective safety seats have been identified as key points of assessing the effectiveness of the VIOHS. The inclusion of a Highway Safety Planner/traffic safety manager to assist in directing work activities and provide oversight over the expansion of current VIOHS programs remains key to the immediate success of the office. Efforts to increase data activity for addressing the needs of the motoring public throughout the territory have been highlighted as a key factor for attaining future grant opportunities. 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 Occupant Protection program.

Rationale

A highway safety planner/traffic safety manager who focuses in part on occupant protection serves as a representation of the VIOHS' efforts to promote occupant protection among motorists of the U.S. Virgin Islands. According to the *ninth edition* of the Highway Safety Countermeasure Guide for State Highway Safety Offices, the effective improvement of the safety of passenger vehicle occupants requires coordination of three components – laws, enforcement, and publicity. A highway safety planner focused on the promotion of occupant protection and the coordination of comprehensive efforts geared towards increasing restraint use will serve as a critical component in the developing of the programs strategical plan.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
22-OPSMGR-402	Occupant Protection Program Management

Planned Activity: OCCUPANT PROTECTION PROGRAM MANAGEMENT

Planned activity number: **22-OPSMGR-402**

Planned Activity Description

As a result of the required Traffic Records development for the FY2022 HSP, the Occupant Protection traffic safety manager’s time will be directed to 60% Occupant Protection, 20% traffic records, and 20% planning outreach activities territory-wide for the VIOHS staff. This position serves as a professional specialist with independent responsibility for the development of territory-wide efforts geared towards increasing sub-recipient applicants and the amount of VIOHS initiatives conducted with community groups, governmental agencies, the university, and educational institutions. The Planner directs the oversight of the VIOHS community outreach efforts for all programs and coordinate the establishment of initiatives targeting various segments of the motoring public throughout the U.S. Virgin Islands. In FY2021, the hired coordinator focused on becoming familiar with the program, the operations of the VIOHS and the VIPD, establishing community contacts, and drafting educational outreach activities for the occupant protection program.

Intended Subrecipients

VIRGIN ISLANDS OFFICE OF HIGHWAY SAFETY

Countermeasure strategies

Countermeasure Strategy
HIGHWAY SAFETY OFFICE – OCCUPANT PROTECTION PROGRAM MANAGEMENT

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2021, 2022	FAST Act NHTSA 402	Yes	\$150,000.00

Countermeasure Strategy: OCCUPANT PROTECTION OBSERVATIONAL SURVEY

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

The occupant protection observational survey is a requirement to qualify for 405b funds, and it is a scientific tool measuring seat belt use island wide. As such, VIOHS wants to increase seatbelt usage throughout the territory. VIOHS' intent is to see an increased seatbelt survey rate of 88.6% usage based on past rates and the *four (4) year moving average*. Progress is measurable via the FY2021 seatbelt survey results.

Linkage Between Program Area

The countermeasure strategy is required to obtain 405b funds, and the allocated funds to the planned activity is reasonable.

Rationale

Please see Problem Identification section

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
22-OPSSBS-405B	OCCUPANT PROTECTION OBSERVATIONAL SURVEY

Planned Activity: OCCUPANT PROTECTION OBSERVATIONAL SURVEY

Planned activity number: **22-OPSSBS-405B**

Planned Activity Description

VIOHS contracted a consultant to conduct the CY 2021-2022 the observational surveys throughout the territory inclusive of travel and lodging costs. The contract with an option to renew will ensure consistency in data collection, reduce lengthy procurement activities, and expedite the commencement of the CY 2022 survey.

Seat Belt Observational Survey

Calendar Year 2022

Survey Field Work	By September 15, 2022
Survey Data Analysis	October 31, 2022
Survey submission, discussion, and approval	November 1, 2022
Final Submission of Calendar Year 2022	December 1, 2022

Intended Subrecipients

**PRIVATE
CONTRACTOR**

Countermeasure strategies

Countermeasure Strategy
OCCUPANT PROTECTION OBSERVATIONAL SURVEY

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2021, 2022	FAST Act NHTSA 405(b)	Yes	\$90,000.00

OP Performance Measures (Proposed)

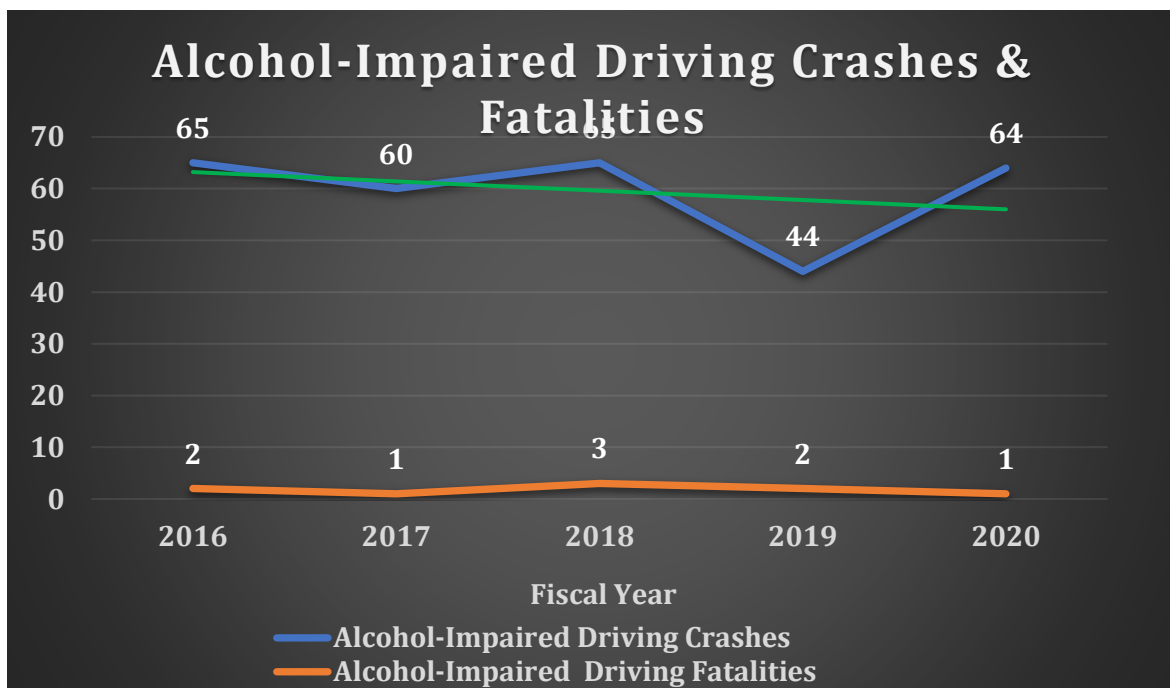
- Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions from 6 to 4.
- Establish five (5) active CPS Fitting Stations in each district by the end of FY 2022.
- Reduce the territory's unrestrained injuries by 10%.
- Increase observed seat belt use rates for passenger vehicles, front seat outboard occupants to 88.6% based on CY 2022 survey.

Program Area: Impaired Driving (Alcohol)

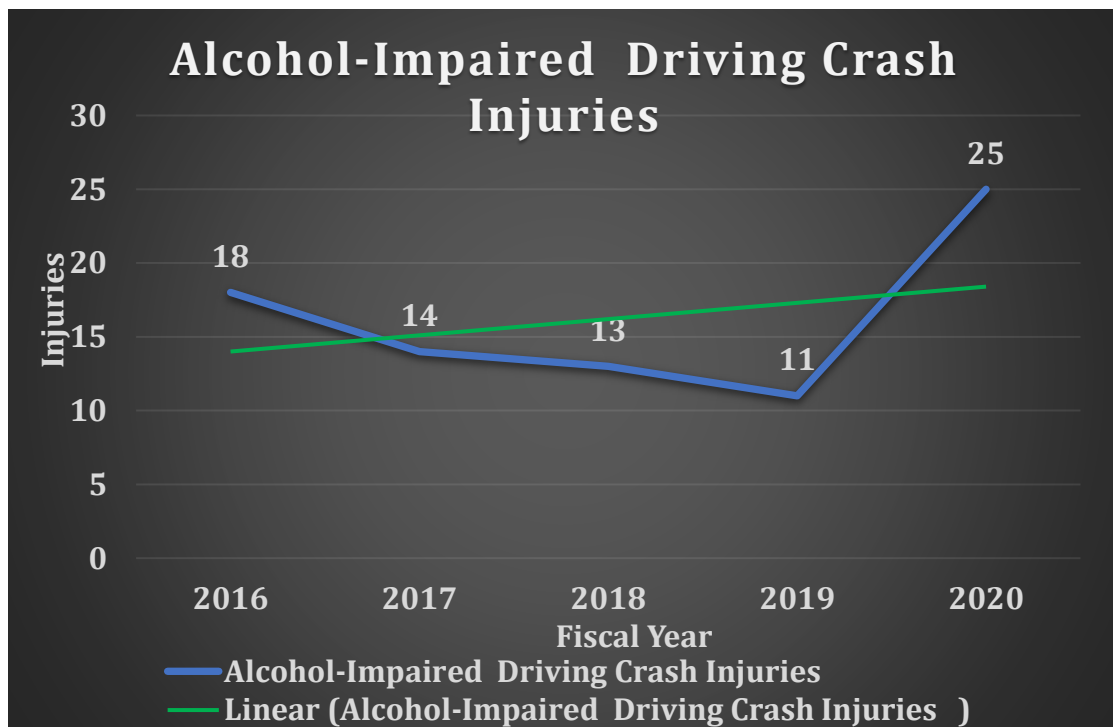
Description of Highway Safety Problems

Impaired driving continues to be an area of great concern in the territory. The Virgin Islands Office of Highway Safety (VIOHS) recognizes the magnitude of how alcohol impacts roadway safety. With continued support through grant-funded projects to address impaired driving and utilizing proven countermeasures to reduce alcohol-impaired driving-related crashes, injuries, and fatalities.

In the fiscal year 2020, the Virgin Islands endured **3,652** crashes territory-wide; **562** of those crashes required the Virgin Islands Emergency Medical Services (VIEMS) assistance, while **14** were reported as traffic fatalities, a **26.32%** decrease in FY 2019 reported 19 fatalities. Of the reported crashes, the district of St. Croix sustained **1,268**, of which **27** were attributed to impaired driving, while **37** of the **2,384** (2,277 in St. Thomas; 107 in St. John districts) collisions in the St. Thomas/St. John's district was alcohol-impaired driving-related, totaling **64** alcohol-impaired driving crashes, with one fatality. A **47.73%** increase from the previous fiscal year 2019 reported 44 crashes subsequent from the COVID-19 pandemic. The charts below represent impaired driving crashes and fatalities from FY 2016- 2020.



The Territory experienced **562** injuries, of which **12** transpired in the St. Croix district, whereas **13** occurred in St. Thomas/St. John district that was alcohol-impaired driving-related. The chart below outlines alcohol-impaired driving injuries, and the five-year trend analysis shows a decrease in alcohol-impaired driving injuries from FY 2016-2020.

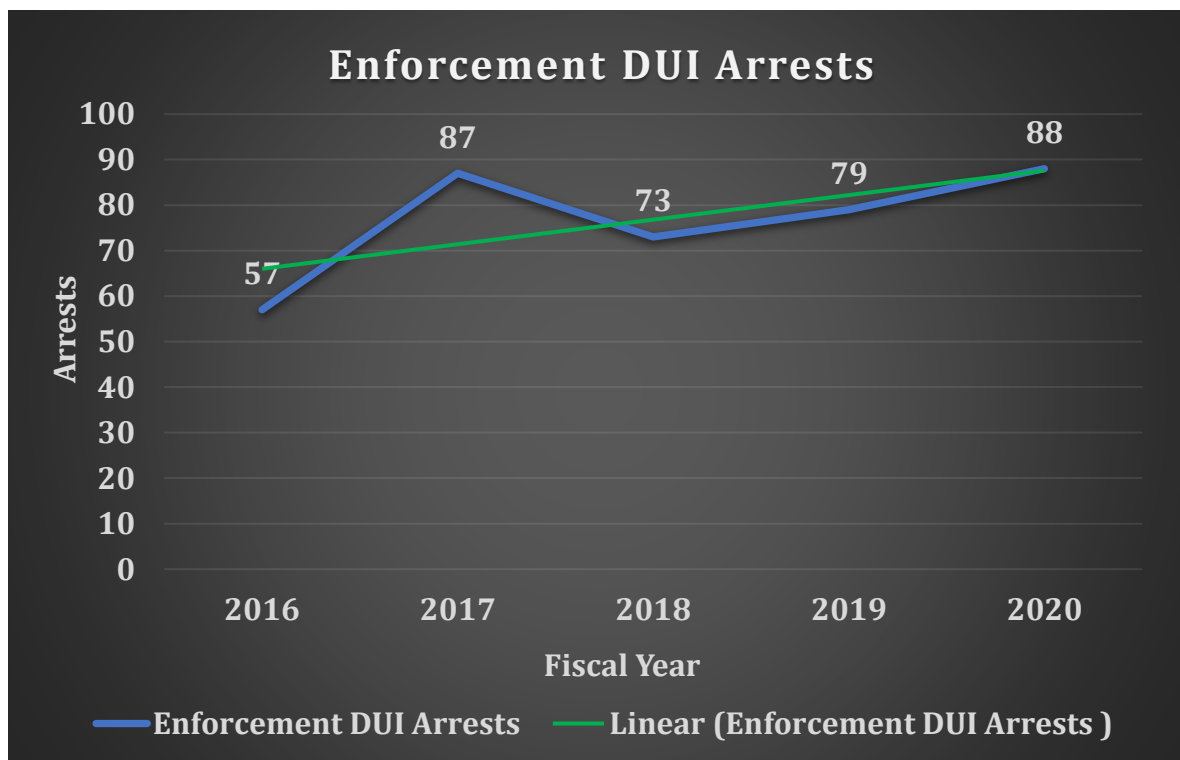


Impaired Driving Grant & Enforcement DUI Arrests

The Virgin Islands Police Department enforcement apprehended **88** D.U.I. arrests territorially. Of the **88** D.U.I. arrests (the St. Croix district executed **54**; with **34** in the St. Thomas/St. John district), with **28** D.U.I. arrests (**13**, St. Croix, and **15** St. Thomas/St. John district), reported a B.A.C. of 0.12% and higher in F.Y. 2020. Driving under the influence is one of the leading risk factors that contribute to traffic collisions. The F.Y. 2020 data show a decrease in impaired driving-related crashes despite a notable **11.39%** increase in D.U.I. arrests from enforcement territory-wide from the previous fiscal year displayed in the chart above.

When a driver refuses to provide a bodily fluid sample, a law enforcement officer can obtain a warrant to draw blood for chemical testing. However, securing blood can be a time-intensive and costly process. The law enforcement phlebotomy program is a proven strategy to mitigate time and cost associated with withdrawing blood from drivers suspected of driving under the influence (D.U.I.). Therefore, obtaining the evidence necessary to prosecute impaired drivers is critical. A law enforcement phlebotomy program has numerous benefits, but perhaps most importantly, it allows for collecting chemical testing evidence in a timely and efficient manner. On the other hand, the Virgin Islands does not have a law enforcement phlebotomy program or can be implemented because the Virgin Islands does not have a lab or a facility to store bodily fluids. Also, the VI law does not permit law enforcement to obtain bodily fluids; only a physician, registered professional nurse or laboratory technician acting at the request of a police officer to withdraw blood to determine the alcoholic or drug content therein the Virgin Islands Annotated Code Title 20 Section §493c ([20 V.I.C. § 493c](#)) Chemical tests.

Drug related driving is a concern, but there are low numbers of arrests for possession of drugs. The phlebotomy provides the motorists BAC or identify any substances which are causing impairment. Such tests must be administered quickly as drugs metabolize quickly in the body. Therefore, the more time elapses, the lower the concentration. Therefore, it is more beneficial to be able to conduct the test at the time of the infraction as it will accurately depict the motorist’s impairment without awaiting results from the hospital.



The chart below presents a **7%** increase in ages 56 and higher, a **4%** decrease in ages 35-55, a **1%** decrease in 21-35 age groups, and a **100%** decrease to zero for 16-20 age groups in FY2020 percentage of DUI arrests and fatalities between the ages of 16 and higher.

<i>Age</i>	<i>% of DUI Arrests</i>	<i>% of Fatalities</i>
56 or higher	28%	-%
35-55	42%	-%
21-35	30%	100%
16-20	-%	-%
16 and below	-%	-%
Total	100%	100%

Project Safety Impacts

This countermeasure augments VIOHS's objective in reducing traffic-related crashes, serious injuries, and fatalities. The Impaired Driving Management Program supports a variety of strategies that target individuals driving under the influence of alcohol and drugs, fatigued, and distracted drivers. Under this countermeasure strategy, the Coordinator will work in conjunction with the Law Enforcement Liaison of Police Traffic Services to ensure the success of Impaired Driving Enforcement, and collaborate on outreach efforts territory wide.

Linkage Between Program Area

The efficient implementation of highway safety programs remains critical to the success of VIOHS. Efforts to promote highway safety compliance through education, awareness, and the reduction in incidences of impaired driving and related collisions has been key factors of assessing the effectiveness of the VIOHS. The inclusion of a Coordinator to develop and facilitate activities geared towards mitigating the risks associated with impairments among motorists on the territory's highways supports the overall objective of the VIOHS' mission.

Rationale

Planned Activities in Countermeasure Strategy

Unique Identifier	Planned Activity Name
22-IDMAN-402	Impaired Driving Management Grant

Planned Activity: Impaired Driving Management Grant

Planned Activity Number: **22-IDMAN-402**

The Traffic Safety Manager for the Impaired Driving Highway Safety Program will assist in the VIOHS' effort to promote highway safety throughout the U.S. Virgin Islands. Primary responsibilities include the successful development and implementation of targeted activities, contributing to improving highway safety throughout the Territory. In support of this measure, the Coordinator would be responsible for creating quarterly meetings with key Government agencies such as the Virgin Islands Police Department (VIPD), Department of Education (DOE), Department of Human Services (DHS), and the University of the Virgin Islands (UVI) and non-governmental and non-profit agencies to develop strategies promoting safe and responsible driving behaviors throughout the Territory. The quarterly meetings must have a minimum of 6 involved entities to include VIOHS. Each session should result in a measurable strategy to minimize the impact of impaired driving in the Territory.

Additional duties will comprise program planning, initiating community outreach activities, accounting for reliable data, and assisting with implementing the overall objectives and initiatives of the VIOHS. The traffic safety manager will provide oversight, monitoring, and evaluation of sub-recipients under the Impaired Driving Program Area. Contribute to developing the VIOHS' Annual Report and the development of the Highway Safety Plan and facilitating staff education and development surrounding impaired driving. This position serves as the single statewide resource responsible for managing grant proceeds under the Impaired Driving program area. The program area is responsible for implementing initiatives on alcohol and drug impairments and fatigued and distracted driving. Accountabilities include expanding community-based sub-recipients, long and short-term program planning, grant development, budget development, and oversight. This position will also assist in all NHTSA program areas and continue to provide assistance to the Traffic Records Program for FY2022.

Intended Sub- recipients

Virgin Islands Office of Highway Safety

Countermeasure Strategies

Countermeasure Strategy
Highway Safety Office Program Management

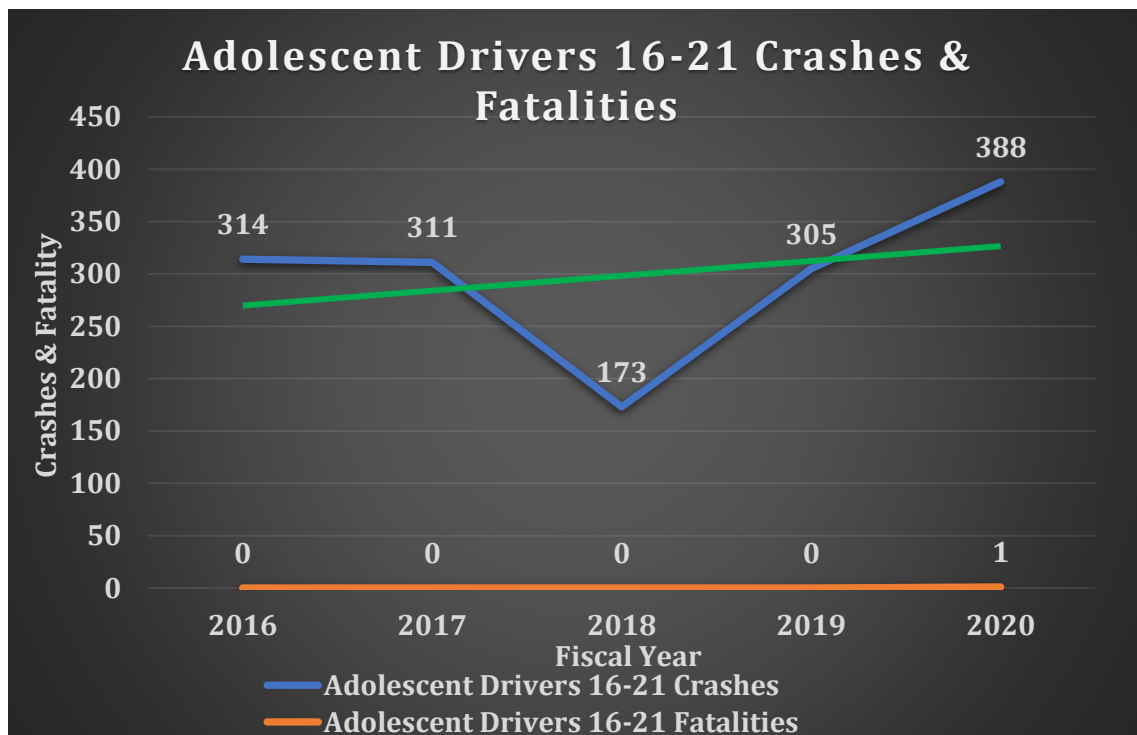
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2021, 2022	FAST Act NHTSA 402	Yes	\$100,000.00

Countermeasure Strategy: Youth Programs

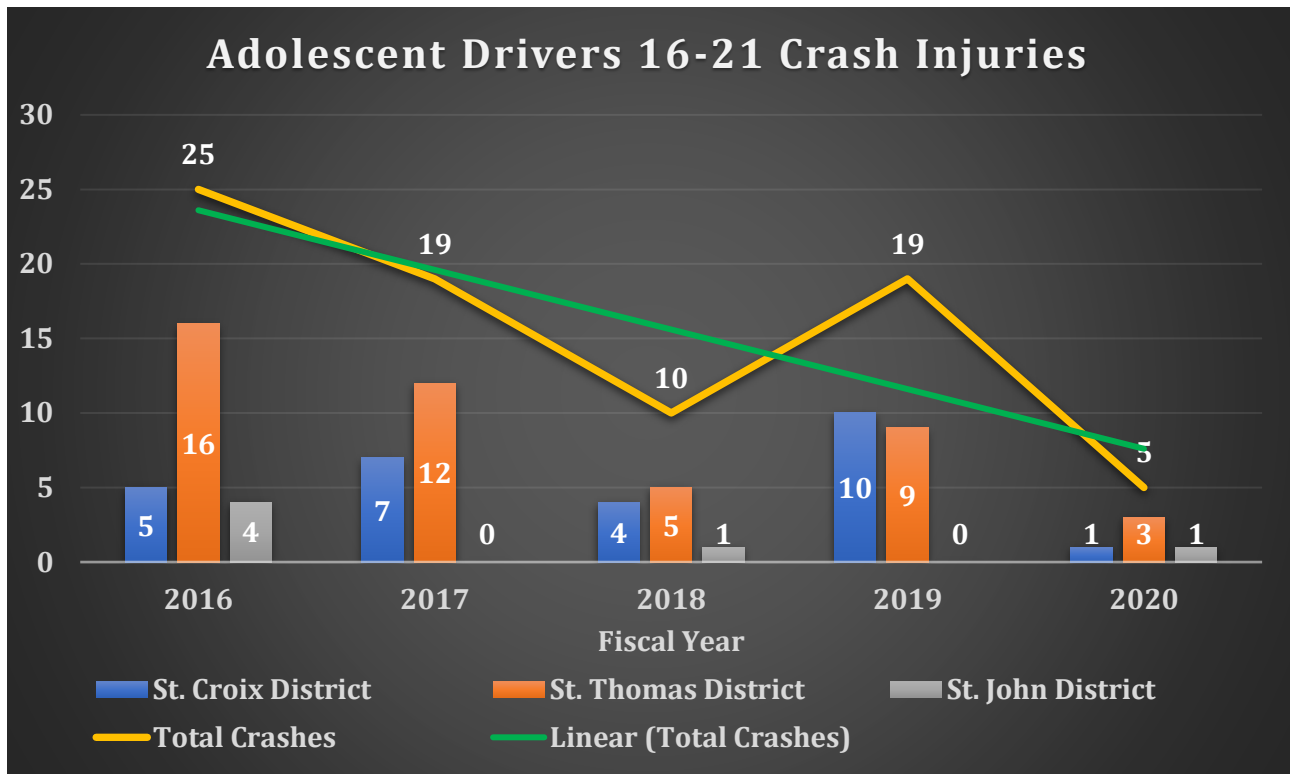
Program Area: Impaired Driving (Alcohol)

Project Safety Impacts

In FY 2020, the Territory experienced **388** crashes that involved adolescent drivers between the ages of 16-21. The district of St. Croix encountered **241** with one fatality. The St. Thomas district underwent **140** crashes, and **7** in the St. John district, representing an **27.21%** increase from the reported collisions of 305 in FY 2019, a percentage impacted by development and behavioral issues combined with inexperience highlighted in the chart below from FY 2016-2020.



The number of teens injured in motor vehicle crashes in the U.S. Virgin Islands, is minimal, with one alcohol-related impaired driving fatality; however, the crash data show a **73.68%** decrease from 2019 to 2020. The chart below depicted adolescent drivers between the ages of 16-21 injuries territorially.



The selected countermeasure intends to address behavioral challenges within this targeted population by addressing the percentage of crashes involving adolescent drivers and mitigate the future risk of impaired driving. Planned strategies will use an approach that focuses on “social norms” to comprise accurate information about youth drinking and driving prevention programs discouraging drinking and driving, driving with a driver who has been drinking, and motivations against drinking altogether.

By incorporating an outreach component, the VIOHS’ agenda comprises utilizing prevention tools such as the Fatal Vision goggles and Simulated Impaired DrivINg Experience (SIDNE) to deliver engaging hands-on campaigns. Addressing the misuse and abuse of alcohol and other drugs, the Coordinator will tie in a distracted driving section related to the targeted segment of the population. The lesson provided by Fatal Vision and SIDNE remains consistent. Participants will experience the delayed reactions of an impaired driver who cannot react in time to avoid a collision. This experience will provide SIDNE participants with a first-hand account of the consequences of distraction, alcohol, and other drugs while driving. The goal is to communicate a culture of safety among drivers ages 16-21, thereby creating awareness and deterrence from the data-supported motorists’ progress in higher age categories throughout the U.S. Virgin Islands.

VIOHS will reach out to potential sub-recipients by establishing community outreach programs in conjunction with schools, afterschool programs, the university, and driver education programs to educate adolescent drivers between the ages of sixteen to twenty-one of the dangers resulting from impaired driving. Under the guidance of the Director, the Coordinator will represent the interest of the office in generating interests in creating local chapters of Students Against Destructive Decisions (SADD). However, in FY 2020, upon implementing the Impaired Driving Youth Awareness program, it was challenging for the Department of Education to be involved. Upon meeting with the President, and CEO of SADD, Mr. Rick Birt, to assist in developing chapters in the territory. This countermeasure will direct this program towards conducting community-based education and outreach efforts using first-hand accounts, preventative tools, and avenues to discuss the consequences for driving impaired and promoting traffic safety.

Linkage Between Program Area

Problem identification data supports planning community outreach targeting the segment identifying adolescent drivers within the territory. A more recent type of approach focuses on “social norms” or “normative feedback.” Social norms programs are based on studies showing that students often overestimate alcohol use among their peers. By providing students with accurate information about drinking, social norms programs reduce the pressure that light- or non-drinkers feel about drinking and helping heavier drinkers realize their drinking is atypical as described in NHTSA’s ninth edition of *A Highway Safety Countermeasure Guide for Highway Safety Offices (Chapter 1: Section 6.5)*. Outreach efforts based on national and state program area-specific outreach programs directly benefit the established performance targets within the program area as outlined.

Adolescent drivers represented **10.62%** of total crashes, a **65.94%** increase from FY 2019 total crashes between the ages of 16-21. Planned initiatives are directed towards decreasing the number of crashes within this population remain the objective of this countermeasure. The funds allocated would address issues identified in the problem identification, meet set performance targets, and carry out countermeasure strategies to improve the output for this segment of the territory’s population.

Rationale

The Traffic Safety Manager will focus on education and prevention strategies such as peer-based programs and behavior modification through community-wide outreach activities. Efforts to implement and support local chapters of national initiatives such as SADD align with the overall objective of the VIOHS by outsourcing with the SADD agency. This countermeasure strategy and funded planned activities will educate the segment of the territory’s population, reduce crashes, and sustain the trend of having low to zero impaired driving crashes, injuries, and traffic fatalities within the age 16-21 group.

Funding allocated for these planned activities will include a proposal from the President and CEO of SADD to assist the VI in developing and implementing chapters. The funds allocated towards this activity will also provide support by attaining peer-directed impaired driving activities and traffic safety peer-to-peer leaders as the supporting related costs (maximum 20% or \$1,000) associated with initiating up to four (4) SADD chapters territory-wide. With the additional support from the SADD, the organization is based on the successful outcome of community-wide efforts to increase peer-directed awareness within the adolescent age group. This may include an in-kind match comprising the cost for Advisors (2 per district) and students members of SADD (local chapters); the VIOHS Planner and Impaired Driving Coordinator’s attendance at the organization’s regional conference. The selection of member ambassadors and school representation at the annual conference relies on the Chapter’s contribution towards promoting traffic safety and/or the outcome as the winner of local participation in national competitions. Funding allocation shall be appropriate and reasonable for the implementation of the planned activity.

Based on *Countermeasures that Work 2019, Chapter 1 Impaired Driving, Section 6.5 (Youth Programs-Peer to Peer Approach)* and *NHTSA’s Uniform Guidelines, Guideline #8. Impaired Driving*.

Planned Activities in Countermeasure Strategy

Unique Identifier	Planned Activity Name
22-IDYAP-402	Impaired Driving Youth Awareness Programs

Planned Activity: Impaired Driving Youth Awareness

Planned Activity Number: 22-IDYAP-402

Planned Activity Description

The VIOHS traffic safety manager, through the guidance of the VIOHS Planner, will represent the interest of the office in soliciting interests in creating local chapters for Students Against Destructive Decisions (SADD). Under this countermeasure, this program will be directed towards conducting community-based education and outreach efforts using first-hand accounts, preventative tools, and avenues to discuss the consequences for driving impaired and promoting traffic safety.

A tiered approach to transform a culture ingrain in traditions of celebrating alcohol-themed events. This planned activity aims to combat the percentage of crashes involving adolescent drivers and mitigate the future risk of impaired driving. The selected countermeasure intends to address behavioral challenges and promote traffic safety within this targeted population.

The Traffic Safety Manager will also work with the SADD Contractor and local professional driving schools to provide additional educational outreach regarding impaired driving, traffic safety and improve the community youths' driving skills. By liaising with GHSA Ford Driving Skills unit to establish and conduct classes in the Territory.

The planned activities of creating the local SADD chapter were impacted by the coronavirus (COVID-19), as schools were conducted virtually and will limit in-person presentations. The Department of Education has not designated how the Territory's public schools will be operating for the Calendar years 2021 and 2122. Therefore, presentations will have to be done by collaborating with schools to arrange virtual presentations and handle registrations electronically.

The outreach to local professional driving schools will also be dependent on the operation schedules of the driving schools and Ford Driving Skills as allowed by the impact of COVID- 19.

Intended Sub-recipients

Virgin Islands Department of Education, SADD, National Guards, Parochial Schools, Non-profit Organizations

Countermeasure Strategies in this Planned Activity

Countermeasure Strategy
Youth Programs

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2021, 2022	FAST Act NHTSA 402	Yes	\$75,000.00

Planned Activity: VI SADD Training

Planned Activity Number: **22-VISADDTr-402**

Planned Activity Description

SADD continues to be the most effective vehicle for changing the culture for teens on mobility and roadway safety. SADD has the history, expertise, and resources to create peer-led chapters that provide sustainability through peer-led efforts. Yet, the Virgin Islands have only one chapter on the islands. SADD will deliver to the other high schools on the island the opportunity to start a chapter. SADD will engage leadership from each school and invite interested parties to attend training on the traffic safety elements of SADD. Participants will be provided with training and resources to use the SADD Communication Calendar and other resources to lead traffic safety activities in their school and community. Participants will leave the event with an action plan supported by NHTSA and the HSO communication calendars with teen programming and outreach strategies. This training will be measured by the number of individuals reached and knowledge gained through pre/post-assessments. SADD will provide the appropriate toolkits, programming materials, and digital assets needed for those in attendance to effectively implement the programs included in the training. For budgeting purposes, we assume that 50 individuals will participate in the training.

Intended Sub-recipients

Virgin Islands Office of Highway Safety, SADD, Inc., & GVI Agencies

Countermeasure Strategies

Countermeasure Strategies in this Planned Activity

Countermeasure Strategy
Prevention, Intervention, Communications, and Outreach
Youth Programs

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2021, 2022	FAST Act NHTSA 402	Yes	\$65,000.00

Program Area: Police Traffic Services

Description of Highway Safety Problems

The key objective of Police Traffic Services (PTS) is to prevent injuries, crashes, traffic violations, and fatalities in high-risk areas through data-driven high-visibility enforcement. Enforcement effort areas will focus on improving traffic safety by reducing unsafe behaviors such as speeding, failure to use seatbelts, distracted driving, and effective implementation of enforcement strategies related to impaired driving, occupant protection, pedestrian, and bicycle safety.

Seatbelt restraint compliance rates decreased by **4.08%** from **71.1%** (CY2019 survey) to **68.2%** (CY2020 survey). The VIOHS has set the CY2022 goal at **88.6%** usage. To accomplish this goal, the office plans an aggressive public outreach campaign, coupled with elevated high-visibility enforcement activities, including citations, to promote highway safety. In 2020, there were **998** citations issued in the St. Croix District and **894** citations in St. Thomas/St. John District for a combined **1,882** citations issued during grant-funded enforcement. Using a data-driven approach, these analyses provide the basis for setting performance measures, selecting countermeasure strategies, and identifying planned activities to ensure the territory's ability to reach the performance targets for the PTS program area.

The VIOHS intends to implement a combination of high-visibility enforcement while maintaining sustained traffic safety messages directed towards reducing dangerous driving behaviors throughout the U.S. Virgin Islands. The development of a data-driven application enforcement model will encompass and combines all enforcement efforts and training opportunities under a single program – *Police Traffic Services*. The funding initiatives will address specific behaviors by maximizing the approach's effectiveness with the efficient use of the assigned resources. The VIOHS will also work with the various law enforcement agencies to access and guide the PTS trainings necessary to have officers equipped with the required certifications, tools and equipment necessary to effectively conduct the required enforcements, and thereby obtain the necessary data.

The data-driven application of an enforcement model directed towards creating safer roadways for visitors and residents alike comprises continuous improvements of a plan relevant to the promotion of highway safety. The VIOHS priorities for the FY 2022 highway safety program include mitigating increases in ***Serious Injuries in Traffic Crashes***; the territory recorded 562 incidences requiring the assistance of emergency services in FY2020, a 47.48% decrease from FY 2019. ***Traffic Fatalities***- decreased from 18 in FY 2019 to **14** in FY 2020, and **5*** in FY 2021; ***Unrestrained Passenger Vehicle Occupant Fatalities***- decreased from 7 in FY 2019 to **4** in FY 2020 with **1*** in FY2021. However, ***Pedestrian Fatalities*** remained stagnant at 1 in FY 2019, but increased to **3** in FY 2020 with **1*** in FY 2021. ***Speeding Fatalities***- increased from 3 in FY 2019 to 7 in FY 2020, and **0*** in FY 2021. The VIOHS will maintain and expand reductions that have been achieved in highway safety programs territory wide.

Directed initiatives maintain reductions in **Traffic, Impaired Driving, Motorcycle, Pedestrian, and Unrestrained Fatalities** remains critical to promoting Highway Safety in the Virgin Islands.

** - All FY2021 reported statistics reflect the period October 1, 2020, to March 31, 2021.*

Impaired driving enforcement produced **88** DUI arrests throughout the territory for FY2020; despite these efforts, there was a total of **3,652** crashes territorially. Of the reported crashes, **1,268** occurred within the district of St. Croix, with **27** crashes contributed to impaired driving. The St. Thomas/St. John district experienced **2,384** collisions- **2,277** on St. Thomas and **107** in the St. John district. Of the reported crashes, **37** attributed to impaired driving, with **one (1)** impaired driving-related fatality. Unrestrained vehicle occupant accounted for **291** (77 St. Croix district, 128, St. Thomas district, and 9 in St. John district) crashes, and of the **144** fatalities reported, four were unrestrained.

The FY2020 fatalities and DUI arrests by age, has been compiled in the chart below.

Age	% of DUI Arrests	% of Fatalities
56 or higher	28%	-%
35-55	42%	-%
21-35	30%	100%
16-20	-%	-%
16 and below	-%	-%
Total	100%	100%

During FY2020, data from Report Beam revealed that a higher number of crashes transpired between 6:00pm and 3:00am. 34.7% of total crashes occurred within the district of St. Croix, while 65.3% occurred within the St. Thomas/St. John district. The following high crash locations (by Island) for fiscal year 2020 were obtained through Report Beam and supported through the Department of Health Emergency Services (EMS) Division.

St. Croix:

- Route 62: Southside
- Route 66: Melvin Evans Highway
- Route 70: Queen Mary Highway
- Route 75: Northside Road
- Route 82: East End Road

Further analysis of the collected data by Report Beam and EMS identified high crash locations along the stated routes based on data input when EMS response to calls from the Virgin Islands Territorial Emergency Management Agency (VITEMA) 911 call center. Information gathered by the EMS is automatically uploaded into the National Emergency Medical Service Information System (NEMSIS). The following three locations were reported as the highest crash location in the St. Croix district:

Route 70: Queen Mary Highway

- 1) A half-mile stretch begins at the St. Croix Educational Complex and the University of the Virgin Islands, ending at Route 682 (St. Croix Central High School), representing a high crash location.
- 2) A 45-degree angled bend containing a black spot (Near Estate Peter's Rest). The 45-degree curve serves as a 3-way intersection without any traffic lights. It supports oncoming traffic traveling east to west on Route 66, West to East on Route 66, outgoing traffic from the access road identified as Highway 682 (Hess Road), and the corridor identified as Route 62 leading from Estate Peter's Rest onto Route 66. During FY2020, an intoxicated pedestrian failed to yield the right way when crossing outside a crosswalk, thereby causing an accident along this route.
- 3) A little over a quarter mile stretch of road between two stand-alone bus shanty's located in the vicinity of Estate Whim. This high-crash location comprises of parallel roads recognized along Routes 701.0 to 701.3, leading in and out of segments of the neighborhoods on either side of the highway.

Route 75: Northside Road

- 4) A windy road along Route 75 consisting of 3.5 to 4 miles towards Junction 751 constitutes the high crash area referred to as Northside Road.

Route 66: Melvin Evans Highway

- 5) Extending approximately 9 miles (14 km), Melvin H. Evans Highway represents the most heavily used route on the island of St. Croix.
- 6) Report Beam identified two areas along the highway considered to be high crash locations.
 - a. On Hess Road- Highway 681 and the 4-way stop at Sunny Isles.

St. Thomas

Route 30: Veterans Drive

- 1) At Fortuna Road, a dead end on the westernmost part of the Island, Route 30 extends in a series of twists and turns for 14.5 miles (23.3 km). Continue northwards; the road quickly turns east before running along the Caribbean Sea in the vicinity of the capital Charlotte Amalie, one of the busiest roads on the island. The route continues towards Havensight, a large shopping district catering to cruise ship passengers in addition to the local populace. The highway projects onward as a residential road with houses on both sides of the route before meeting Route 32 and ending in Estate Nadir.

Route 38: Weymouth Rhymer Highway

- 2) Represents one of the islands' major roads, extending 6.6 miles (10.6 km) east to west. Route 38 serves as a southern terminus to Route 39 (Donoe Road) and the northern terminus of Route 32 (Red Hook Road) before heading back west, eventually changing the designation to Route 32.

Route 32: Red Hook Road

- 3) Four (4) miles (6 km) of roadway extending from Route 38 in Estate Tutu to Red Hook, the easternmost point of the island before its designation changes back to Route 38.

Route 37: Northside Road

- 4) Serving the second-most populous administrative census sub-district on St. Thomas and the largest sub-district by area, Route 37 contains many vistas and overlook points and beaches and bays along 2.2 miles (3.5 km) of the roadway.

Route 39: Donoe Road

- 5) Starting at Highway 42, which caters to a major golf course on the island and provides beach access to the world-famous Magens Bay Beach, Route 39 runs in a north to the south direction for approximately 2.2 miles (3.5 km) before ending at Route 38 near the capital, Charlotte Amalie.

According to the Report Beam, serious injuries on the island of St. Thomas occurs along the following routes.

Route 38: An area called *Raphune Hill Road* along the Weymouth Rhymer Highway

- 1) Approximately a half-mile portion of roadway between the intersection with Centerline Road (Route 313) and its intersection with Route 381 (Raphune Hill Road). Extending eastbound at the junction where Route 38 meets Route 313, Route 310 represents a high traffic/pedestrian area containing four schools (2 Elementary, 1 Junior High, and 1 High School) and increased pedestrians due to medical centers various doctor offices, and a host of preschools.

Route 32- An area called *Brookman Road*

- 2) The EMS identified an area along Route 32, referred to as Brookman Road, as the crash site, contributing to the District's most serious injuries and fatalities. A little over a half-mile location starting at the intersection along Route 30 where Bovoni Road and Nadir intersect heading westbound.

Route 20: An intersection referred to as Mandela Circle.

This area is prone to traffic jams due to a combination of large amounts of shoppers, poorly timed traffic lights, and a complex intersection with Highway 313. A minor road serving as a de facto eastern bypass of the capital Charlotte Amalie, Mandala Circle represents the intersection that experiences the most auto-pedestrian accidents on the island of St. Thomas, according to the Department of Health's EMS Division. Surrounded by a Wendy's Restaurant and the West India Company Dock (WICO referred to as the Haven Sight Cruise Ship Dock) on the South; westbound traffic towards Veteran's Drive and the airport on Route 30; Route 316 extend to the North parallel to Route 313 for a short interval which runs in front of the multi-purpose luxury shopping mall, Haven sight; and Route 38 heading east towards Smith Bay.

St. John

- 1) North Shore Road
- 2) Kings Hill Road

Associated Performance Measures

Performance Report					
Performance Measurements	Target Period	Target Year(s)	FY21 HSP Target Value	Data Source/ Progress Results	On-Track to meet FY21 Target?
C-1) Total Traffic Fatalities*	5 Year	2017 - 2021	12	2016 - 2020 Report Beam 13.2	No
C-2) Serious Injuries in Traffic Crashes*	5 Year	2017 - 2021	14	2016 - 2020 Report Beam 15.0	Yes
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 Year	2017 - 2021	4	2016 - 2020 Report Beam 4.6	No
C-5) Alcohol-Impaired Driving Fatalities	5 Year	2017 - 2021	2	2016 - 2020 Report Beam 2.0	No
C-6) Speeding-Related Fatalities	5 Year	2017 - 2021	2	2016 - 2020 Report Beam 3.8	No
C-7) Motorcyclist Fatalities	5 Year	2017 - 2021	2	2016 - 2020 Report Beam 2.2	Yes
C-8) Unhelmeted Motorcyclist Fatalities	5 Year	2017 - 2021	0	2016 - 2020 Report Beam 0.0	Yes
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 Year	2017 - 2021	0	2016 - 2020 Report Beam 0.6	Yes
C-10) Pedestrian Fatalities	5 Year	2017 - 2021	1	2016 - 2020 Report Beam 1.6	Yes
C-11) Bicyclist Fatalities	5 Year	2017 - 2021	0	2016 - 2020 Report Beam 0.2	No

Countermeasure Strategies in Program Area

Countermeasure Strategy
Enforcement of Traffic Laws
High Visibility Enforcement
Highway Safety Office Program Management
Training

Countermeasure Strategy: Enforcement Of Traffic Laws

Program Area: **Police Traffic Services**

Project Safety Impacts

Appropriating specifically trained officers and equipment, the VIOHS intends to use data-driven enforcement planning to enforce traffic laws and reduce crashes. A countermeasure, we believe, will reduce the number of crashes, and increase the number of safety impacts territory-wide. The same evidence-based enforcement principles apply across aggressive driving/speed, occupant protection, and impaired driving enforcement. Therefore, a comprehensive approach using periodic and sustained enforcement operations to address general and high-risk areas provides an opportunity for a long-term program impact.

Linkage Between Program Area

According to the eighth edition of *A Highway Safety Countermeasure Guide for Highway Safety Offices*, a combination of evidence-based enforcement and communications planning provides opportunities for reducing traffic crashes. The enforcement of traffic laws to include such violations as speed limit enforcement and adherence to variable speed limits will serve to stabilize and reduce the increasing number of crashes and fatalities due to speed. Strategies to address local traffic safety problems remain dependent upon analyzed data and the focus of the campaign. The linkage is straightforward: the data informs the selection of the appropriate countermeasure and program area based on the causal factors, the appropriate geographic locations to target, and the allocation of available resources. The funds allocated would address issues identified in the problem identification, meet set performance targets, and carry out countermeasure strategies to ensure improved safety measures on the roadways of the Virgin Islands.

Rationale

Speeding-related fatalities have generally reflected nearly one-third of all fatalities. This is exacerbated by the road conditions throughout the territory and affects the statutory maximum speed limits. As a result, data reflects that over 20 % of all fatalities resulted from speeding-related crashes and, on average, 10 % of all fatalities were a result of aggressive driving.

This countermeasure was selected to compliment occupant protection and impaired driving enforcement efforts, ensuring enforcement is directed at the most problematic driving behaviors defined by crash data. Mobilizations and sustained enforcement are identified to deter speeding and aggressive driving, particularly as the territory continues with re-building efforts. A data-driven application enforcement model will be used to ensure a coordinated enforcement effort and resulting increase in performance effectiveness and output.

The funding allocated will provide the targeted enforcement of Traffic Division Officers assigned to the VIOHS in conjunction with the partnership of VIPD's officers for high visibility, sustained, distracted, aggressive driving, and speed enforcement. A countermeasure based on *NHTSA's Uniform Guidelines for State Highway Safety Programs, Chapter # 3: Sections 1.1, 2.2, 3.1.*

Planned Activities in Countermeasure Strategy

Unique Identifier	Planned Activity Name
22-STJENF-402 PTS	St. John Sustained Enforcement
22-STTENF-402 PTS	St. Thomas Sustained Enforcement
22-STXENF-402 PTS	St. Croix Sustained Enforcement

Planned Activity: St. John Sustained Enforcement

Planned activity number: **22-STJENF-402 PTS**

Primary Countermeasure Strategy ID: NHTSA's Uniform Guidelines for State Highway Safety Programs, Chapter # 3: Sections 1.1, 2.2, 3.1.

Planned Activity Description

This planned activity will consist of targeted efforts to enforce traffic laws on the island of St. John. The smaller of the U.S Virgin Islands, the island of St. John proves unique with its quaint and open town environment bordered by bars and restaurants. During FY2020, the island reported 107 crashes, a 16.41% decrease from FY 2019. As a result, the planned activities targeting the enforcement of laws include foot patrol, bike patrols, and enforcement vehicles from the island of St. Thomas. This will be more feasible as the Commander for the island of St. John will be working directly with all three coordinators (PTS, ID and OP).

For the fiscal year 2022, would apply the following enforcement efforts:

- 1) Targeted Initiatives promoting the enforcement of traffic laws.
- 2) Speed Enforcements

Task # 1 - Targeted Initiatives Promoting Enforcement of Traffic Laws

The publicized and high visible initiative enforcing practical, sound, and broadly accepted laws includes:

- Speed enforcement of penalty types/ enforcements for speeding and various traffic enforcement.
- Speed management.
- Seat belt enforcement initiatives.

The current Virgin Islands law reflects fines based on reported speed rates, yet data demonstrate an increase in speeding fatalities for FY2020. Incorporating active and targeted initiatives promoting customized efforts of traffic law enforcement, specified by location, and supported adjudication is essential to the effective promotion of adhering to traffic laws. Consisting of less than 20 square miles, efforts on the island of St. John will consist of two enforcement initiatives supported by the presence of a message board strategically placed around such areas as Cruz Bay's Bar District, North Shore, and Kings Hill roads. Preceded by educational outreach from the Office of Highway Safety, enforcement efforts will include a minimum of four officers per initiative along high crashed corridors. A Supervisor will lead the initiatives and provide authoritative direction and presence should the officers encounter use of force.

Task #2 - Speed Enforcements

Increasing the awareness of speed limits within school zones will ensure pedestrian safety and raise the awareness of variations in applied speed zones utilizing the example of speed enforcement within school districts. A task that strengthens speed enforcement, this initiative presents an opportunity to increase contact with motorists by island and participate in community outreach efforts. The island of St. John currently has two schools, one elementary and one high school. School Zone Speed Enforcements may be combined with another traffic enforcement effort for a combined total of four hours of enforcement per initiative.

The Virgin Islands Office of Highway Safety will support two local initiatives geared towards increasing police presence within school zones. The initiative will include two days of rotating police presence during "drop off or pick up" hours. Drop off/pick up hours consists of two hours, around 6:30-8:30 a.m. or 2:45 – 4:45 p.m. Planned efforts will include implementing a targeted speed enforcement initiative comprising a minimum of two officers (maximum of four). The minimum requirement may consist of the presence of a supervisor.

Enforcement and traffic safety media campaigns will also be conducted during the Independence Day celebrations, corresponding with the island's annual festival. Will also complete additional enforcement activities randomly throughout FY 2022. Statistics gathered during each wave will be compiled and reported as another source of data.

Intended Sub-recipients

Virgin Islands Police Department, other GVI enforcement agencies.

Countermeasure Strategies

Countermeasure Strategies in this Planned Activity

Countermeasure Strategy
Enforcement of Traffic Laws

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2021, 2022	FAST Act NHTSA 402	Yes	\$10,000.00

Planned Activity: St. Thomas Sustained Enforcement

Planned activity number: **22-STTENF-402 PTS**

Planned Activity Description

This planned activity will consist of targeted efforts to enforce traffic laws on the island of St. Thomas. The capital of the U.S Virgin Islands, the island of St. Thomas, proves to be the most robust of the Virgin Islands, enliven with commerce. It remains evident as the island encountered a total of 2,277 crashes for FY2020, a 24.28% decrease from FY2019. The largest of the U.S Virgin Islands, the 2020 Occupant Protection Observational Survey, reported the lowest percentage of restraint use on the island of St. Thomas, **62.6%, an 6.43% decrease from FY 2019 66.9%**. Planned activities targeting motorists on this island will reflect enforcement and public outreach efforts comprising the following tasks:

- 1) Targeted Initiatives promoting the enforcement of traffic laws.
- 2) Speed Enforcements
- 3) Random Traffic Enforcement

Task # 1 - Targeted Initiatives Promoting Enforcement of Traffic Laws

Incorporating active and targeted initiatives promoting customized efforts of traffic law enforcement, specified by location, and supported adjudication is essential to the effective promotion of adhering to traffic laws. The VIOHS will support highly publicized and high-visible initiatives enforcing practical, sound, and broadly accepted laws to include traffic enforcement of penalty types/enforcements for speeding, distracted driving, and seat belt use.

An active enforcement plan to include two planned initiatives along high crashed locations will remain effective throughout the fiscal year. Efforts will consist of a rotating schedule comprising three (3) days of planned enforcement initiatives, four (4) hours each, within a period of two weeks. Preceded by educational outreach from the Office of Highway Safety, enforcement efforts will include a minimum of four officers per initiative along high crashed corridors. A supervisor will lead the initiative and provide authoritative direction and presence should the officers encounter the use of force.

Each initiative will be followed by a week of traffic safety messages via message boards placed at various well-traveled locations on St. Thomas. An activity-based effort, the objective of the initiatives is to incite awareness, thereby changing the motoring public's behavior and issue citations to effectuate this objective.

Planned enforcement initiatives will be coordinated through the VIOHS Law Enforcement Liaison and monitored to ensure the implementation and success of each activity. Strategic message boards will appear at various points along the main thoroughfare (by district) during the hours of 6:00 a.m. – 10:00 a.m. and 4:30 – 8:30 p.m.

The message boards will also be utilized during initiatives, well attended local events, and on days when there are no planned initiatives; the boards will be placed on a rotation schedule comprising well-traveled roads island-wide. Such messages as “Click it or Ticket!” U Text, U Drive, U Pay!”; “Better to Arrive Safe!”, and “Drive Sober or Get Pulled Over” comprise the messages directed towards the motoring public of the Virgin Islands.

Task # 2 – Speed Enforcements School Zones

Increasing the awareness of speed limits within school zones will ensure pedestrian safety and increase the awareness of variations in applied speed zones utilizing the example of speed enforcement within school districts. A task that serves to strengthen speed enforcement, this initiative presents an opportunity to increase contact with motorists by island and participate in community outreach efforts initiatives that work in tandem with communication and community outreach to target speed and aggressive driving enforcement campaigns.

The Virgin Islands Office of Highway Safety will support two local initiatives geared towards increasing police presence within school zones. Each initiative includes four days of rotating police presence along various high crash corridors within the district during “drop off or pick up” school hours. Drop off/pick up hours consists of two hours, around 6:30-8:30 a.m. or 2:45 – 4:45 p.m. School Zone Speed Enforcement, if applicable, due to the coronavirus (COVID-19) may be combined with an aggressive driving initiative or other traffic enforcement effort for a combined total of four hours of enforcement per initiative. Planned measures will include clusters of schools along identified high crash corridors to reach commuting motorists effectively. Located within high traffic locations on the island of St. Thomas, the implementation of a targeted speed enforcement initiative will comprise a minimum of four officers (maximum of eight officers/additional supervisor) with a roaming supervisor on call between identified high crashed corridors. This would include such areas as:

Route 310 – Alton Adams Sr. Drive

- 1) Extending eastbound at the junction where Route 38 meets Route 313, Route 310 represents a high traffic/pedestrian area containing four (4) schools (2 Elementary, 1 Junior High, and 1 High School) and increased pedestrians due to medical centers, various doctor offices and a host of preschools.

Speed Enforcements – St. Thomas

Current Virgin Islands law reflects the application of fines based on reported speed rates, yet data demonstrate an increase in FY2020 to 7 speeding fatalities territory wide. As a result, the VIOHS will utilize historical crash data to support five (5) speed enforcement initiatives on the island of St. Thomas. In an effort in support of reducing speed-related crashes, the VIOHS will provide for the wages of up to eight (8) officers and two (2) supervisors utilizing laser apparatus by officers strategically placed at certain sections of Veterans Drive (Route 30); Raphune Hill Road along with Weymouth Rhymer Highway (Route 38); and Brookman Road (Route 32). Position at various locations along each route, the officer utilizing the laser will radio into a cluster of three officers (per initiative) to include one in an enforcement vehicle and two officers managing the issuance of citations. The VIOHS will support a total of five (5) speed enforcement efforts throughout the fiscal year 2022.

Task # 3 – Random Traffic Enforcement

Sixty-two percent (62%) of all crashes in the Virgin Islands during the fiscal year 2020 occurred on the island of St. Thomas. A bustling Caribbean island that hosts an unlimited amount of land and sea visitors. To this end, the VIOHS will support three additional traffic enforcement activities – customized towards the ever-changing populace of the island; this effort will focus on enforcement efforts as presented by the Traffic Commander. Supported by data and the observational expertise of the Commander, all planned initiatives will consist of a minimum of three officers and one supervisor and will not exceed four (4) hours per activity.

Intended Sub-recipients

Virgin Islands Police Department, other GVI enforcement agencies.

Countermeasure Strategies

Countermeasure Strategies in this Planned Activity

Countermeasure Strategy
Enforcement of Traffic Laws

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2021, 2022	FAST Act NHTSA 402	Yes	\$50,000.00

Planned Activity: St. Croix Sustained Enforcement

Planned Activity Number: **22-STXENF-402 PTS**

Primary Countermeasure Strategy ID: Enforcement of Traffic Laws

Planned Activity Description

This planned activity will consist of targeted efforts to enforce traffic laws on the island of St. Croix. The largest of the U.S. Virgin Islands, the 2020 Occupant Protection Observational Survey, reported the lowest percentage of restraint use on the island of St. Croix, **62.6%**, *an 8.21% decrease from FY 2019*. It remains evident as the island encountered a total of 1,268 crashes for FY2020, a 26.71% decrease from FY2019 1,730 crashes. An issue of great concern as the island prepares for the commencement of refining operations and has witnessed increased numbers of residents due to the relocation of outsourced personnel. Planned activities targeting motorists on this island will reflect enforcement and public outreach efforts comprising of the following tasks:

- 1) Targeted Initiatives promoting the enforcement of traffic laws.
- 2) Speed Enforcements

Task # 1 - Targeted Initiatives Promoting Enforcement of Traffic Laws

Incorporating active and targeted initiatives promoting customized efforts of traffic law enforcement, specified by location, and supported adjudication is essential to the effective promotion of adhering to traffic laws. The VIOHS will sustain highly publicized and high-visible initiatives enforcing practical, sound, and broadly accepted laws to include traffic enforcement of penalty types/enforcements for speeding, distracted driving, and seat belt use.

An active enforcement plan to include two planned initiatives along high crashed locations will remain effective throughout the fiscal year. Efforts will consist of a rotating schedule comprising three (3) days of planned enforcement initiatives, four (4) hours each, within a period of two weeks. Preceded by educational outreach from the Office of Highway Safety, enforcement efforts will include a minimum of eight officers per initiative along various high crashed corridors. Officers will be designated on the opposite side of the roadways to encounter motorists along both sides of the thoroughfare within a 1-mile radius. A roaming supervisor will lead the initiative and provide authoritative direction, and presence should the officers encounter use of force. Each initiative will be followed by a week of traffic safety messages via message boards placed at various well-traveled locations within the district of St. Croix. An activity-based effort, the objective of the initiatives is to incite awareness, thereby changing the motoring public's behavior and issue citations to effectuate this objective. Planned enforcement initiatives will be coordinated through the VIOHS Law Enforcement Liaison and monitored to ensure the implementation and success of each activity.

Strategic message boards will appear at various points along the main thoroughfare (by district) during the hours of 6:00 a.m. – 9:00 a.m. and 4:30 – 8:30 p.m. The message boards will also be utilized during initiatives, well attended local events, and on days when there are no planned initiatives; the boards will be placed on a rotation schedule comprising well-traveled roads island-wide. Such messages as "Click it or Ticket!" "U Text, U Drive, U Pay!," "Better to Arrive Safe!," and "Drive Sober or Get Pulled Over" comprise the messages directed towards the motoring public of the Virgin Islands.

Task # 2 – Speed Enforcement- School Zones

Increasing the awareness of speed limits within school zones will ensure pedestrian safety and raise the awareness of variations in applied speed zones utilizing the example of speed enforcement within school districts. A task that strengthens speed enforcement, this initiative presents an opportunity to increase contact with motorists by island and participate in community outreach efforts. These initiatives will work in tandem with communication and community outreach to successfully target speed and aggressive driving enforcement campaigns.

The Virgin Islands Office of Highway Safety will support two local initiatives geared towards increasing police presence within school zones. Each initiative includes four days of rotating police presence along various high crash corridors within the district during “drop off or pick up” school hours. Drop off/pick up hours consists of a two-hour period around 6:30-8:30 a.m. or 2:45 – 4:45 p.m. School Zone Speed Enforcements may be combined with an aggressive driving initiative or other traffic enforcement effort for a combined total of four hours of enforcement per initiative. Planned activities will include clusters of schools along identified high crash corridors to reach commuting motorists effectively. Implementing a targeted speed enforcement initiative within school zones will comprise a minimum of four officers (maximum of eight officers/additional supervisor) with a roaming supervisor on call between identified high crashed corridors. This would include such areas as.

The half-mile stretch begins at the St. Croix Educational Complex and the University of the Virgin Islands along Route 70 and ends at Route 682 (St. Croix Central High School), representing a high-crash corridor. The area includes the island's only senior public high schools, the University, an elementary and parochial school, a total of five schools.

Task # 3 Speed Enforcement- St. Croix

Current Virgin Islands law reflects the application of fines based on reported speed rates, yet data demonstrate an increase in speeding fatalities territory-wide. As a result, the VIOHS will enter into a six-month agreement with the VIPD (or an alternate law enforcement agency) to utilize a previously funded speed enforcer for planned efforts directed towards reducing collisions associated with aggressive driving/or speed enforcement.

A performance-based effort, activities surround speed enforcement; however, to strengthen a rising awareness of the enforcement of traffic laws within the community, permitting enforcement efforts of various traffic laws. Not to exceed a maximum of four (4) hours per initiative, this effort will be monitored monthly by the VIOHS for effectiveness. After six months, the VIOHS Director will assess the effort to consider pursuing a future agreement with the VIPD for FY2022.

Speed initiatives will utilize laser apparatus by officers strategically placed at certain sections of the Melvin H. Evans Highway (Route 70). which will be supported by clusters of three officers (per initiative) to include one in a speed enforcement vehicle and two officers managing the issuance of citations, concludes specifics of the operational plan. The VIOHS will support a total of six-speed enforcement efforts throughout fiscal year 2022.

Task #4 – Random Traffic Enforcement

Thirty-eight percent (38%) of all crashes in the Virgin Islands during the fiscal year 2020 occurred on the island of St. Croix. The VIOHS will support three additional traffic enforcement activities customized towards the ever-changing populace of the island; this effort will focus on enforcement efforts such as distracted driving presented by the Traffic Commander and supported by data and the observational expertise of the Commander. All planned initiatives will consist of a minimum of three officers and one supervisor and will not exceed four (4) hours per activity.

Intended Sub-recipients

Virgin Islands Police Department, other GVI enforcement agencies.

Countermeasure Strategies

Countermeasure Strategies in this Planned Activity

Countermeasure Strategy
Enforcement of Traffic Laws

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2021, 2022	FAST Act NHTSA 402	Yes	\$50,000.00

Countermeasure Strategy: High Visibility Enforcement

Program Area: **Police Traffic Services**

Project Safety Impacts

To convince the motoring public of detection and penalization, the VIOHS intends to promote the implementation of high visibility enforcement campaigns to deter impaired driving, distracted driving and promote occupant safety. The countermeasure selected is based on previous success rates territory-wide. The application of high-visibility enforcements will increase perceived risks and serve as a deterrent to such behaviors, a flexible approach customized to the program specifics. The VIOHS intends to use data-driven enforcement to support the VIPD in coordinating high visibility impaired driving and occupant protection enforcements. Initiatives will be sustained in tandem with national and local mobilization efforts. Grant-funded high visibility enforcements conducted by the VIPD in 2020 resulted in 294 citations and 88 DUI arrests.

Linkage Between Program Area

Problem identification data supports planning high visibility enforcement operations by prioritizing casual factors, geographic locations, and resource allocation. Aligning high visibility enforcement activities with national and state program area-specific communications campaigns provides direct benefits towards influencing established performance targets within the program areas. According to the *Ninth Edition of A Highway Safety Countermeasure Guide for Highway Safety Offices*, a combination of evidence-based enforcement and communications planning provides potential opportunities for reducing traffic crashes. The linkage is straightforward: the data select the appropriate countermeasure and program area based on the causal factors, the proper geographic locations to target, and the allocation of available resources. The funds allocated would address issues identified in the problem identification, meet set performance targets, and carry out countermeasures strategy that would establish the application of improved safety measures on the roadways of the Virgin Islands.

Rationale

The countermeasure selected is based on previous success rates territory-wide. The application of high-visibility enforcements will increase perceived risks and serve as a deterrent to such behaviors. Augmented by planned activities, this countermeasure strategy allows the VIOHS to satisfy mandated requirements and qualify for program area funding. The inclusion of high visibility enforcement for such program areas as impaired driving, occupant safety, and distracted driving will contribute towards attaining performance targets directed at reducing the number of impaired driving-related crashes territory-wide. A successful approach, enforcement initiatives administered territorially for impaired driving generated 88 DUI arrests during the grant-funded initiatives in FY 2020; of these, 54 were apprehended on the island of St. Croix, and 34 in the St. Thomas/St. John district.

The funding allocated to this countermeasure reflects the necessary amount to ensure the Traffic Division Officers of VIPD's officers' targeted enforcement for high visibility enforcement. A countermeasure based on *NHTSA's Countermeasure That Works, Chapter # 1: Sections 2.2; Chapter # 2: Sections 2.1; Chapter # 4: Sections 1.3.*

Planned Activities in Countermeasure Strategy

Unique Identifier	Planned Activity Name
22-IDESTX-402PT	Impaired Driving Overtime Enforcement - STX
22-IDESTT/STJ-402PT	Impaired Driving Overtime Enforcement - STT/STJ
22-OPESTT/STJ – PT2	Occupant Protection Enforcement – STT/STJ
22-OPESTX-PT1	Occupant Protection Enforcement – STX

[Planned Activity: Impaired Driving Overtime Enforcement – St. Croix](#)

Planned activity number: **22-IDESTX-402PT**

[Planned Activity Description](#)

This planned activity will comprise of high-visibility campaigns territorially to include sobriety checkpoints focused on deterring impairment. The initiative will depend on gathered data to measure success, utilized effectively through staged mobilizations and extensive publicity highlighting the patrol of specific areas by law enforcement. Mobilizations will comprise of a 4:1 ratio between officers and supervisors and reflect the intentions of the Traffic Safety's National Campaign.

[Task # 1- Impaired Driving Enforcement Initiatives- St. Croix](#)

Period	Description of Initiatives
December 26, 2021- January 10, 2022 (16 days)	National & Local Enforcement
February 11-14, 2022 (3 days)	Local Enforcement
May 22-June 04, 2021 (14 days)	National Enforcement
June 30- July 05, 2021 (6 days)	National Enforcement
August 28 -September 08, 2021 (9 days)	National Enforcement

[Intended Sub-recipients](#)

Virgin Islands Police Department & other Government Law Enforcement Agencies

Countermeasure Strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2021, 2022	FAST Act NHTSA 402	Yes	\$80,000.00

Planned Activity: Impaired Driving Overtime Enforcement – St. Thomas/St. John

Planned activity number: **22-IDESTT/STJ-402PT**

Planned Activity Description

This planned activity will comprise of high-visibility campaigns territorially to include sobriety checkpoints focused on deterring impairment. The initiative will depend on gathered data to measure success, utilized effectively through staged mobilizations and extensive publicity highlighting the patrol of specific areas by law enforcement. Mobilizations will comprise of a 4:1 ratio between officers and supervisors and reflect the intentions of the Traffic Safety’s National Campaign.

Task # 2- Impaired Driving Enforcement Initiatives- St. Thomas/St. John

Period	Description of Initiatives
May 22-June 04, 2021 (14 days)	National Enforcement Mobilization
June 30- July 05, 2021 (6 days)	National Enforcement- July 4th
August 28 -September 08, 2021 (9 days)	National Enforcement Mobilization

For supporting research, refer to the discussion of Publicized Sobriety Checkpoints, pp 1-21 to 1-23: High-Visibility Saturation Patrol Programs, pp 1-24; Preliminary Breath Test Device, p1- 25 in Countermeasure That Works, 9th Edition, 2019.

Intended Sub-recipients

Virgin Islands Police Department & other Government Law Enforcement Agencies

Countermeasure Strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2021, 2022	FAST Act NHTSA 402	Yes	\$80,000.00

Countermeasure Strategy: TRAINING

Program Area: **Police Traffic Services**

Project Safety Impacts

Training and the application of educational programs which enhances the skills of law enforcement personnel when effectively applied will in turn enhance the VIOHS' program objectives and performance. Effective enforcement requires the application of training programs that provide law enforcement with the knowledge and tools to detect, cite and enforce compliance with set laws. Training which supports the VIOHS' programs and planned initiatives will be funded under this countermeasure.

Linkage Between Program Area

Training programs are critical for providing police officers with the knowledge, skills and tools needed to implement enforcement strategies that will be effective in deterring traffic violations and will contribute to territory-wide the reductions in crashes, fatalities and injuries resulting from unsafe driving behaviors. The funds allocated would address issues identified in the problem identification, meet set performance targets, and carry out countermeasure strategies that would improve the performance of the VIOHS', the VIPD, and all core GVI recipients of Highway Safety grant awards.

Rationale

The application of this countermeasure strategy augmented by planned activities will contribute to attaining the performance targets set to reduce the number of crashes, serious injuries, and fatalities.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
22-PTSFST-402PT	STANDARDIZED FIELD SOBRIETY INSTRUCTOR TRAINING
22-PTSTRNG-402PT	POLICE TRAFFIC SERVICES TRAINING

Planned Activity: STANDARDIZED FIELD SOBRIETY INSTRUCTOR TRAINING

Planned activity number: **22-PTSFST-402PT**

Primary Countermeasure Strategy ID:

Planned Activity Description

Effective enforcement requires that adequate resources be available for law enforcement officers. These resources include the implementation of training programs such as the Standardized Field Sobriety Test (SFST), which enhances the performance and output of data by increasing the knowledge and capabilities of police officers. To certify that resources are utilized effectively, this activity will incorporate evidence-based strategies that are deployed based on a data driven problem identification process. The VIOHS' will support the off-island training of four (4) instructors and provide supplies in support of training recruits locally to successfully perform the Standardized Field Sobriety Test during traffic stops and enforcement efforts.

A concerted effort between the VIOHS' and the VIPD's Training Division, the incorporation of the SFST training within the curriculum of the academy will ensure a progression of performance and effectiveness of the program's strategic objectives. A three-phased curriculum, the implementation of an SFST component in fiscal year 2020 would ensure the natural progression and adoption of the Advanced Roadside Impaired Driving Enforcement (ARIDE) and the Drug Recognition Expert (DRE) as part of the police academy's curriculum for future fiscal years. A countermeasure supported by *NHTSA's Uniform Guideline #8, Chapter 111, Criminal Justice System: Enforcement*, "states are encouraged to implement a comprehensive enforcement program to support the likelihood of detecting, investigating, arresting and convicting impaired drivers." Implementing this countermeasure strategy aligns with the VIOHS' efforts to increase performance and output of data through empowering the territory's law enforcement community with applicable training and education. This initiative would build upon the previous class conducted in May 2017 and identify prospective recruits to replace officers who have since left the territory following the 2017 hurricanes, as well as distinguish officers who possess the ability to instruct others effectively. VIOHS will fund the training and travel of selected officers to gain certification as instructors within both districts.

This countermeasure strategy was selected to complement the other strategies proposed for the Impaired Driving Program Area. The application of this countermeasure would offer a comprehensive approach to addressing the impaired driving issues within the Virgin Islands.

Between Fiscal Year 2013 and 2018, the number of drivers arrested for impaired driving decreased from 184 to 73, indicating a 59.56% decrease and DUI fatalities displayed a 33.33% decrease from three (3) to one (2). DUI arrests for fiscal year 2018 signified 33% of motorists arrested were ages 56 or higher, 44% represented the category of motorist between the age of 36 and 55; 21% represented the age category of 21-35 and 2% of the DUI arrests were of individuals ages 20 and below. Based on the data, continued enforcement remains imperative to the continuation of a downward trend in impaired driving crashes, fatalities, and arrests. The funds allocated would address issues identified in the problem identification, meet set performance targets, and carry out countermeasure strategies that would ultimately improve usability of allotted resources.

The application of this countermeasure strategy augmented by planned activities will contribute to the improvement in performance and effective utilization and placement of resources by the VIOHS. Additionally, incorporating evidenced-based training would increase the quality of data thereby increasing the program’s potential for success. Through this countermeasure, the VIOHS will ultimately experience ease of accessibility to accurate and timely traffic-based data. This will prove useful to the usability of allotted resources. The funding allocation will be appropriate and reasonable for the implementation of training for law enforcement officers.

Intended Subrecipients

PRIVATE CONTRACTOR

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
TRAINING

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2021, 2022	FAST Act NHTSA 402	Yes	\$50,000.00

Planned Activity: POLICE TRAFFIC SERVICES TRAINING

Planned activity number: **22-PTSTRNG-402PT**

Primary Countermeasure Strategy ID: Training

Planned Activity Description

This planned activity will consist of targeted training on traffic related trainings offered through the Institute of Police Technology and Management in support of training and development for officers assigned to the VIOHS. Proposed trainings on Traffic Crash Investigations, specifically *At-Scene* and *Advanced Traffic Crash Investigations*; speed enforcement and DWI Detection & Standardized Field Sobriety Testing (SFST) Refresher and Instructor development will be considered for fiscal year 2021.

Through such law enforcement partners as the Institute of Police Technology and Management, police officers attached to the VIOHS will receive training on traffic crash investigations to include at-scene traffic crash reconstruction and evidence-based enforcement training for law enforcement to assist in supporting measures to increase knowledge and performance, and boost the morale of the officers who remain dedicated to the success of the VIOHS' Traffic Safety Programs. Trainings will educate law enforcement officers on a data-driven problem identification approach towards assessing traffic causing violations, driver behaviors and the utilization of crash and citation data to identify problem areas specific to each locale. Feedback obtained will be used by the VIOHS' PTS Coordinator to adjust and allocate resources to address shifts in the highway safety needs of the territory. Implementing this countermeasure strategy aligns with the VIOHS' efforts to support the usability of data for planning, resource allocation, and effectuating policy decisions throughout the U.S. Virgin Islands.

The application of this countermeasure strategy augmented by planned activities will contribute to the improvement in performance and effective utilization and placement of resources by the VIOHS. Additionally, incorporating evidenced-based training would increase the quality of data, thereby increasing the program's potential for success. Through this countermeasure, the VIOHS will ultimately experience ease of accessibility to accurate and timely citation/adjudication data. This will prove useful to the utilization of allotted resources. The funding allocation will be appropriate and reasonable for the implementation of training for law enforcement officers.

**Instructors targeting up to 25 enforcement officers territory-wide for the At-Scene and Advanced Traffic Crash Investigations.*

***Instructors targeting up to 20 traffic enforcement officers on Interviewing Techniques for The Traffic Crash Investigator/Traffic Stop Challenges**

***A minimum two (2) Traffic Officers (by district) to attend Radar/Lidar Traffic Enforcement Training**

Relevant trainings include At-Scene Traffic Crash/Traffic Homicide Investigations; Instructor- Traffic Enforcement; Radar/Lidar Instructor-Traffic Enforcement; Advanced Traffic Crash Investigation.

Intended Subrecipients

PRIVATE CONTRACTOR

Countermeasure strategies

Countermeasure Strategy
TRAINING

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2021, 2022	FAST Act NHTSA 402	Yes	\$80,000.00

Countermeasure Strategy: Training

Program Area: **Police Traffic Services**

Unique Identifier: 22-PTSTRG-402

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Planned Activity: OCCUPANT PROTECTION ENFORCEMENT - STT/STJ

Planned activity number: **22-OPESTT/STJ-PT2**

Planned Activity Description

This planned activity will comprise of short-duration, highly visibility seat belt enforcement campaigns directed at deterring impairment. To ensure success, the initiative will rely on gathered data, utilized effectively through staged mobilizations and extensive publicity highlighting the patrol of specific areas by law enforcement. Mobilizations will reflect national campaigns and run simultaneously by district.

St. Thomas/St. John Occupant Protection Enforcement Initiatives

Period	Description of Initiatives
May 29-31, 2021 (3 days)	Click It or Ticket Mobilization
July 1-5, 2021 (5 days)	Click It or Ticket Mobilization
September 1-6, 2020 (6 days)	Child Passenger Safety Week

For supporting research, refer discussions in NHTSA's Countermeasure that work Chapter #2; Sections 2.1 and 2.3

***Mobilizations will comprise a ratio of 1 supervisor to four officers. Planned initiatives will comprise a minimum of eight officers and two supervisors.**

Intended Subrecipients

VIRGIN ISLANDS POLICE DEPARTMENT AND VIRGIN ISLANDS OFFICE OF HIGHWAY SAFETY

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
HIGH VISIBILITY ENFORCEMENT

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2021, 2022	FAST Act NHTSA 402	Yes	\$90,000

Planned Activity: OCCUPANT PROTECTION ENFORCEMENT (PTS)

Planned activity number: **22-OPESTX-PT1**

Primary Countermeasure Strategy ID:

Planned Activity Description

This planned activity will comprise of short-duration, highly visibility seat belt enforcement campaigns directed at deterring impairment. To ensure success, the initiative will rely on gathered data, utilized effectively through staged mobilizations and extensive publicity highlighting the patrol of specific areas by law enforcement. Mobilizations will reflect national campaigns and run simultaneously by district.

Task #1 - St. Croix Occupant Protection Enforcement Initiatives

Period	Description of Initiatives
May 29-31, 2021 (3 days)	Click It or Ticket Mobilization
July 1-5, 2021 (5 days)	Click It or Ticket Mobilization
September 1-6, 2020 (6 days)	Child Passenger Safety Week

For supporting research, refer discussions in NHTSA's Countermeasure that work Chapter #2; Sections 2.1 and 2.3

***Mobilizations will comprise a ratio of 1 supervisor to four officers. Planned initiatives will comprise a minimum of eight officers and two supervisors.**

Intended Subrecipients

VIRGIN ISLANDS POLICE DEPARTMENT AND VIRGIN ISLANDS OFFICE OF HIGHWAY SAFETY

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
HIGH VISIBILITY ENFORCEMENT

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2021, 2022	FAST Act NHTSA 402	Yes	\$90,000.00

Program areas

Program Area: Communications (Media)

Description of Highway Safety Problems

The United States Virgin Islands (USVI) has the youngest legal drinking age in the U.S. – eighteen (18) years of age. A distinction exacerbated by the presence and production of multiple rum distillery’s and local craft breweries throughout the territory. A situation that is further intensified by a community which associates casual alcohol consumption to many cultural and other celebratory events, oftentimes regarding buzz drinking and driving as a cultural norm. This presents a unique challenge for the Virgin Islands Office of Highway Safety (VIOHS), which aims to curtail residents’ and visitors’ safety/impaired driving culture through public outreach, enforcement of relevant laws, as well as publicizing the dangers associated with impaired driving and unrestrained passengers.

The key objective of the VIOHS’ fiscal year 2022 communication program to continue to build on the base of the outreach campaigns developed and executed in FY2021 to educate the residents and visitors in the territory, and to compliment enforcement initiatives. The development of a mass media campaign which combines the promotion of occupant protection and denounces impaired driving targeting various segments of the population simultaneously reflects the approach suggested for success by NHTSA’s ninth edition of *A Highway Safety Countermeasure Guide for Highway Safety Offices* (Chapter2: Section 3.1).

VIOHS aims to decrease crashes and serious injuries through the implementation of an advertising campaign supported by targeted initiatives. The proposed outreach campaign will facilitate VIOHS’ goal with the intent of decreasing/eliminating fatality and serious injury relevant to impaired driving and occupant protection. The campaign initiatives which addresses specific types of behaviors by island will be used to maximize the effectiveness of the approach as well as efficient use of assigned resources.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions	2025	Annual	4.00
2022	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2025	Annual	88.6%

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign

Countermeasure Strategy: Communication Campaign

Program Area: **Communications (Media)**

Project Safety Impacts

Effective, high-visibility communication and outreach campaigns remain key to the success of enforcement programs. According to NHTSA's ninth edition of *A Highway Safety Countermeasure Guide for Highway Safety Offices* (Chapter 2: Section 3.1), the success of paid advertising in such campaigns as "seat-belt use," suggests that it may be a considered approach for other highway safety programs. The key objective of the VIOHS' fiscal year 2021 communication initiative is to introduce a high-visibility communication and outreach plan which complements an active sustained enforcement schedule territory-wide. The VIOHS intends to implement a combination of high-visibility enforcement while maintaining sustained traffic safety messages directed towards reducing dangerous driving behaviors throughout the U.S. Virgin Islands. This would include contracting a public relations company to work directly with VIOHS to manage the five (5) media campaigns.

VIOHS selected a contractor in FY2021 manage the media outreach for the Impaired Driving, Occupant Protection, Police Traffic Services, and related enforcement activities. The firm developed the media outreach for the four listed campaigns using media/advertisement outlets such as LCD backlit ads at the airports on St. Thomas and on St. Croix; utilizing local celebrity group and internationally to execute television and radio commercials for airing on local radio stations, in both districts and on social media. The contractor was responsible for the graphics, technical components, and productions for audio and televised mediums based on discussions and approval by VIOHS

Linkage Between Program Area

A combination of evidence-based enforcement and communications planning provides one of the greatest potential opportunities for reducing traffic crashes according to the *eight edition of A Highway Safety Countermeasure Guide for Highway Safety Offices*. The enforcement of traffic laws to include such violations as impaired driving and occupant

protection initiatives combined with repeated messages should affect the knowledge, behavior, and action of motorists on the territory’s roadways. The objective should be to provide information about the program, including expected safety benefits, and to persuade motorists that detection and punishment for violations is certain. VIOHS aims to discourage impaired driving among residents, particularly youth, and visitors to the territory, and thus decrease incidences of fatality and serious injuries while experiencing increase use of restraints.

Strategies to address local traffic safety problems remains dependent upon the analyzed data and the focus of the campaign. The linkage is straightforward: the data suggests the selection of the appropriate countermeasure and program area based on the casual factors, the appropriate geographic locations to target, and the allocation of available resources. The funds allocated would address issues identified in the problem identification, meet set performance targets, and carry out a countermeasure strategy that would ensure the delivery of the message and the application of improved safety measures by motorists utilizing the roadways of the Virgin Islands.

Rationale

Based on NCHRP research, there are no studies of any campaign’s effects on driver knowledge, attitudes, or behavior (Studtts, Knipling, Pfefer, Newuman, Slack, & Hardy, 2005, Strategies C1 and D2), however, according to the *ninth edition of A Highway Safety Countermeasure Guide for Highway Safety Offices*, a combination of evidenced-based enforcement and effective communications provides one of the greatest potential opportunities for reducing traffic crashes.

An advertising approach that started on a minimized scale in FY2019 will be expanded implementing a wide-scaled media campaign would draw attention to the VIOHS, what we do, our objectives and the overall message we are delivering. Combined with community outreach efforts and the adoption of an aggressive enforcement plan, law enforcement officers will experience a sense of pride and purpose for involvement and will willingly support future enforcement efforts. This serves as the basis for selecting this countermeasure strategy, funding for which shall be appropriate and reasonable.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
22-COMMGMT-402	COMMUNICATIONS MEDIA & ENFORCEMENT CAMPAIGNS MANAGEMENT

Planned Activity: COMMUNICATIONS MEDIA MANAGEMENT

Planned activity number: **22-COMMGMT-402**

Planned Activity Description

NHTSA's eight edition of *A Highway Safety Countermeasure Guide for Highway Safety Offices* (Chapter # 2: Section 3.2), reported that "mass-media outreach works best when it is part of a multifaceted campaign that includes high-visibility enforcement" (NHTSA, Chapter 5 Section: 2.1, 2.2)." The key objective of the VIOHS' fiscal year 2021 communication initiative is to introduce a high-visibility communication and outreach plan which complements an active sustained enforcement schedule territory-wide. The VIOHS intends to implement a combination of high-visibility enforcement while maintaining sustained traffic safety messages directed towards reducing dangerous driving behaviors throughout the U.S. Virgin Islands. Through various media networks, the VIOHS Director and staff will manage the FY2022 media outreach plan to increase the awareness of VIOHS' mission and initiatives visibility through social media, advertising outlets such as LCD backlit ads at both airports on St. Thomas and on St. Croix, utilize as much local talent as is available to execute television and radio commercials for airing on local radio and television stations.

The VIOHS will include coordinate the media outreach for Occupant Protection, Impaired Driving, High Visibility Enforcement and Police Traffic Services. It will utilize its website which will link the office with the VIPD and our federal partners from the US Department of Transportation. The VIOHS staff will continue to be trained in the best methods and practices necessary for increasing the visibility of the office through effective utilization of the media by working closely with the VIP's Public Information Officer (PIO) The objective of the *Communications Media Management* project is to effectively communicate information and coordinate the involvement of law enforcement to ensure the well-being of motorists throughout the territory.

Intended Subrecipients

VIOHS

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2021, 2022	FAST Act NHTSA 402	Yes	\$90,000.00

AWARDED FUNDS CARRIED FORWARD AS OF 06/30/2021

VIOHS anticipates expending approximately \$1.1M of the carried forward funds listed below which will include fully utilizing all 2018 and 2019 carried forward funds.

Funding Section	Source Fiscal Year	Fain	Carry Forward Funds
FAST Act 405b OP Low			
	2018	69A3751830000405BVIL	\$ 94,612.98
	2021	69A3752130000405BVIL	\$ 95,791.23
FAST Act NHTSA 402			
	2019	69A37519300004020VIO	\$ 517,321.49
	2020	69A37520300004020VIO	\$ 740,638.62
	2021	69A37521300004020VIO	\$ 734,912.50
TOTAL			\$ 2,183,276.82

FY2022 - VIRGIN ISLANDS OFFICE OF HIGHWAY SAFETY				
Funding Section	Source Fiscal Year	Fain	PLANNED PROJECT	PLANNED PROJECT AMOUNT
			PLANNING & ADMIN	\$ 361,020.00
FAST Act NHTSA 402			22-TrMAN-402	\$ 200,000.00
FAST Act NHTSA 402			22-TRSP-402	\$ 98,000.00
FAST Act NHTSA 402			22-TRSDCI-402	\$ 480,000.00
FAST Act NHTSA 402			22-BMVSI-402	\$ 250,000.00
FAST Act NHTSA 402			22-EMSDS-402	\$ 100,000.00
FAST Act NHTSA 402			22-DPWRDS-402	\$ 150,000.00
FAST Act NHTSA 402			22-Ecite-402	\$ 250,000.00
FAST Act NHTSA 402			22-OPSMGR-402	\$ 150,000.00
FAST Act NHTSA 402			22-IDMAN-402	\$ 100,000.00
FAST Act NHTSA 402			22-IDYAP-402	\$ 75,000.00
FAST Act NHTSA 402			22-VISADDTr-402	\$ 65,000.00
FAST Act NHTSA 402			22-STJENF-402PTS	\$ 10,000.00
FAST Act NHTSA 402			22-STTENF-402PTS	\$ 50,000.00
FAST Act NHTSA 402			22-STXENF-402PTS	\$ 50,000.00
FAST Act NHTSA 402			22-IDESTX-402PTS	\$ 80,000.00
FAST Act NHTSA 402			22-IDESTT/STJ-402PTS	\$ 80,000.00
			22-OPESTT/STJ-402PT2	\$ 90,000.00
FAST Act NHTSA 402			22-OPESTX-402PT1	\$ 90,000.00
FAST Act NHTSA 402			22-PTSSFT-402	\$ 50,000.00
FAST Act NHTSA 402			22-PTSTRG-402	\$ 80,000.00
FAST Act NHTSA 402			22-COMMGMT-402	\$ 90,000.00
TOTAL PLANNED PROJECTS 402				\$ 2,949,020.00
FAST Act NHTSA 405(b) Low			22-OPCPS-FIT-405(b)	\$ 25,000.00
FAST Act NHTSA 405(b) Low			22-OPCSTr-405(b)	\$ 25,000.00
FAST Act NHTSA 405(b) Low			22-OPHRP-NSBE-405(b)	\$ 90,000.00
FAST Act NHTSA 405(b) Low			22-OPHRP-TD-405(b)	\$ 50,000.00
FAST Act NHTSA 405(b) Low			22-OPSSBS-405(b)	\$ 90,000.00
				\$ 280,000.00
TOTAL PLANNED PROJECTS				\$ 3,229,020.00