



**UNITED STATES VIRGIN
ISLANDS
HIGHWAY SAFETY PLAN
EVALUATION**

2010

ANNUAL REPORT



UNITED STATES VIRGIN ISLANDS
POLICE DEPARTMENT
OFFICE OF HIGHWAY SAFETY

HIGHWAY SAFETY PLAN EVALUATION

ANNUAL REPORT

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Submitted by:

The Virgin Islands Police Department

Office of Highway Safety

#1 Estate Diamond

St. Croix, U.S. Virgin Islands 00840

Ms. Barbara J-McIntosh, Administrator

Novelle E. Francis, Jr., Commissioner U.S. Virgin Islands Police Department/Governor's
Representative

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ACRONYMS

BAC	Blood Alcohol Concentration
BIT	Bureau of Information & Technology
CY	Calendar Year
DPW	Department of Public Works
DUI	Driving Under the Influence
ECC	Eastern Caribbean Center
EMS	Emergency Medical Services
FARS	Fatality Analysis Reporting System
FMCSA	Federal Motor Carrier Safety Administration
FY	Fiscal Year
GHSA	Governor's Highway Safety Association
GPWSTYG	Grove Place Weed & Seed Youth Group
GR	Governor's Highway Safety Representative
HSP	Highway Safety Plan
HSPE	Highway Safety Plan Evaluation
MVB	Motor Vehicle Bureau
MMUCC	Model Minimum Uniform Crash Criteria
NAWHSL	National Association of Women Highway Safety Leaders
NHTSA	National Highway Traffic Safety Administration
OMB	Office of Management and Budget
PI&E	Public Information & Education
PSA	Public Service Announcement
SADD	Students Against Destructive Decisions
SCUC	St. Croix Unity Coalition, Inc.
SFST	Standard Field Sobriety Testing
SHSO	State Highway Safety Office

SIG	State Incentive Grant
STJ	St. John
STT	St. Thomas
STT/STJ	St. Thomas/St. John
STX	St. Croix
TOP	Teens on Point
VI	Virgin Islands
VIOHS	Virgin Islands Office of Highway Safety
VIPD	Virgin Islands Police Department
UAR	Uniform Accident Reports
UCR	Uniform Crash Report
USVI	United States Virgin Islands
YRBS	Youth Risk Behavior Survey

LETTER FROM THE VIRGIN ISLANDS POLICE DEPARTMENT COMMISSIONER AND
GOVERNOR'S REPRESENTATIVE



Novelle E. Francis, Jr.

Commissioner

This year's Highway Safety Plan Evaluation (HSPE) report presents the results and effectiveness of our programs, outreach efforts, and safety campaigns during fiscal year 2010. As the Governor's Representative, responsible for managing the Highway Safety Program for the United States Virgin Islands (USVI), I am pleased to share our progress in protecting the thousands of individuals that drive our highway and roadways every day.

In 2010 we continued to take a multi-dimensional approach for strengthening our highway safety programs via examining our programs, enhancing our outreach efforts, educating the motoring public, embracing community and business partnerships, and harnessing technology.

In compliance with the National Highway Traffic Safety Administration's (NHTSA's) reporting guideline, this year, our core-outcome and behavioral performance measures results are being presented by calendar year; and our activity performance results are presented by fiscal year. In calendar year 2010, there were 5,571 crashes resulting in (13) thirteen serious injuries across the territory. Both figures represent an unacceptable increase in traffic accidents and injuries. While, there were 1,001 more crashes; there was only an increase of (1) one more injury above the calendar year 2009 level. We are pleased to report, that

despite the increase in the number of crashes, we did experience a significant decrease in the number of fatalities for one of our most important core-outcome performance measures. Fatalities decreased from (16) sixteen in 2009, to (11) eleven in calendar year 2010.

Another important indicator is the percentage of seatbelt use. We continue to see this metric rise. Our preliminary estimate for seatbelt usage for calendar year 2010 is 87.5 percent; which indicates that we have achieved an 1.7 percent rise in the use of seatbelts territory wide. The level of seatbelt use has risen by 7.3 percent since we began reporting the statistic in calendar year 2006.

Traffic crashes come at a high cost; whether minor or major. In addition to the emotional stress and fear that can ensue when an individual is involved in a traffic crash; we understand that there can be a loss of the sense of safety, a loss of personal property, and much too often a loss of life. In 2010 we continued aggressively moving towards fully executing our overall goal of implementing a comprehensive strategy that will mitigate the many causes of traffic crashes, injuries, and fatalities here in the territory.

As in previous years, we have, and will continue to put forth our best efforts to protect and save the lives of everyone, both visitors and local residents that are on our roads and highway each and every day. We remain committed to hard work, proactive initiatives; innovation, and technology as a means to not just achieve our traffic safety goals; but to exceed them.

Novelle E. Francis, Jr.

Novelle E. Francis, Jr.
Commissioner/Governor's Representative
USVI Police Department

USVI HIGHWAY SAFETY PLAN EVALUATION – 2010 ANNUAL REPORT

MESSAGE FROM THE VIRGIN ISLANDS OFFICE OF HIGHWAY SAFETY'S ADMINISTRATOR



Barbara J. McIntosh

Over the last ten years, I have had the pleasure of serving as the Administrator in the Virgin Islands Office of Highway Safety (VIOHS). In this role, I have strived to make a significant difference by creating, developing, and delivering programs that could both protect and save the lives of the hundreds of thousands of individuals that use our roads and highways each day.

Working with the staff at VIOHS, we have orchestrated a number of initiatives and facilitated the enactment of numerous laws that have contributed to a much safer community; and a greater awareness of positive traffic behaviors. My most significant achievement has been the annual increase in the number of motorists that elect to wear seatbelts. Each year, since 2006, we have realized an approximately 2 percent increase, that, unquestionable has saved thousands of lives. During this same period, we have also seen the number of citations for seatbelt and car seat violations

decrease each year; from a high of 4,911 in fiscal year 2004 to 2,889 in 2010. Over the ten years, and under our Occupant Protection Program, we have provided over five thousand car seats free of cost, in an effort to protect the smallest and most vulnerable traveling on our highways. We have also conducted approximately 20 community outreach programs annually, reaching thousands in our local communities. Each year we educate the entire Virgin Islands community, via the airwaves, with our life-saving information designed to save lives by communicating the importance of wearing seatbelts and the danger of driving while intoxicated. Our office has welcomed and utilized every opportunity to partner with local businesses, non-profit organizations, and other government offices to engage in partnerships and collaborative initiatives that speak to the community (in one voice) the unquestionable value of obeying highway safety laws.

The office successfully worked with the 28th Legislature in the passage of legislation for a Motorcycle License Law that will mandate that all motorcycle drivers be issued a license upon completion of a certified riders training course and obtain a passing grade on the examinations. The office was also instrumental in working with the legislature in the successful passage of the Commercial Vehicle Safety Law, as well as an amendment to the safety belt law mandating that all occupants of a motor vehicle utilize seat belts in all seating positions. The Booster seat law was passed in 2009 as was proposed by the VIOHS; children 13 years of age and under must ride in the rear of vehicles and all children including those who have outgrown a forward-facing child car seat must be placed in a booster seat. We are proud of the fact that the distracted driving law was passed as we proposed.

Successful implementation of a number of innovative and creative programs have improved and streamlined a number of ineffective and outdated practices. I am most proud of the e-Citation initiative that will allow our traffic officers to issue electronic tickets and have this information captured electronically. The electronic capturing of this information has eliminated reporting errors, increased the time it takes for reports to be available, and prevented delays in the available of traffic data. The certification in grants management training that VIOHS provided program coordinators and program managers, has equipped them with the appropriate skills and knowledge necessary to better manage federally-funded programs.

In closing, I would like to acknowledge and thank all those individuals that have worked so diligently with me side-by-side, year-after-year to make a difference – and what a difference we have made!

Barbara Jackson-McIntosh, Administrator

EXECUTIVE SUMMARY

Our 2010 Highway Safety Plan Evaluation offers a robust discussion and analysis of our highway safety program and results. This year's evaluation presents detailed analysis of our effectiveness in achieving the goals, objectives, and performance targets established in our 2010 Highway Safety Plan (HSP).

Annually, we revisit our tactical approach for how we will address reducing the number of traffic crashes, injuries, and fatalities. There are 75,951 registered vehicles in the territory which include private vehicles, taxis, rentals, leased vehicles, government fleet, commercials, motorcycles, trailers, and trucks. Of that number, 51,280 are private vehicles, 263 motorcycles, and 9,215 trucks. To better manage and reduce the number of traffic incidents for an every-increasing population of vehicles in the territory; each year we conduct a thorough and comprehensive review our Planning and Administration, Alcohol, Occupant Protection and Child Passenger Safety, Police Traffic Service, Pedestrian and Bicycle Safety, Traffic Records, and Speed Management program areas. During this process we review our prior results, forecast future challenges, and reassess our current position to determine how best to invest our approximately \$3 million annual budget. Over the years, the successful execution of our HSP have come as a result of strong partnerships with elected officials, other governmental agencies, private-sector partners, nonprofit organizations, and dedicated citizens in the USVI; all of whom have assisted in effective program planning and plan implementation.

We have had a number of legislative successes this year. We were successful in facilitating the enactment of the Booster Seat Law, Commercial Motor Vehicle Law, and the Helmet Law. The VIOHS also instituted a Hospital-Based Child Passenger Safety Program to provide proper child restraint device installation education to parents and caregivers.

In our 2010 annual report we are reporting our core-outcome and behavioral performance measure results by calendar year and our activity performance measure results by fiscal year; which is in compliance with the NHTSA reporting guidelines. Under our core-outcome measures; there were increases in the number of crashes and injuries that occurred in calendar year 2010. One thousand and one more crashes occurred in calendar year 2010 than occurred calendar year 2009; yet, there was only an increase of (1) one additional serious injury. We are pleased to report that we had a decrease of (5) five fewer fatalities in calendar year 2010 and the number of motorcycle fatalities decreased by (1) one.

Our one core behavior performance measure for 2010 also shows an improvement. Our preliminary estimated seatbelt use rate for calendar year 2010 is 87.5 percent; which reflect an 1.7 percent increase over the calendar year 2009 level. The USVI continues to see an increase in the number of drivers that use seatbelts. Seatbelt use in calendar year 2006 was 80.2 percent and increased to 83.4 percent in calendar year 2007. There was a slight increase in calendar year 2008 to 83.8 percent; and 85.8 percent use rate for calendar year 2009.

Finally, our three activity performance measures, which assess enforcement activities during the fiscal year grant-funding period, were: 1) numbers of seatbelt citations, 2) impaired driving arrests, and 3) speeding citations issued. During fiscal year 2010, 2,196 seatbelt citations were issued which are 831 less than the prior year. The number of impaired driving arrests increased slight from 151 to 169 driving arrests.



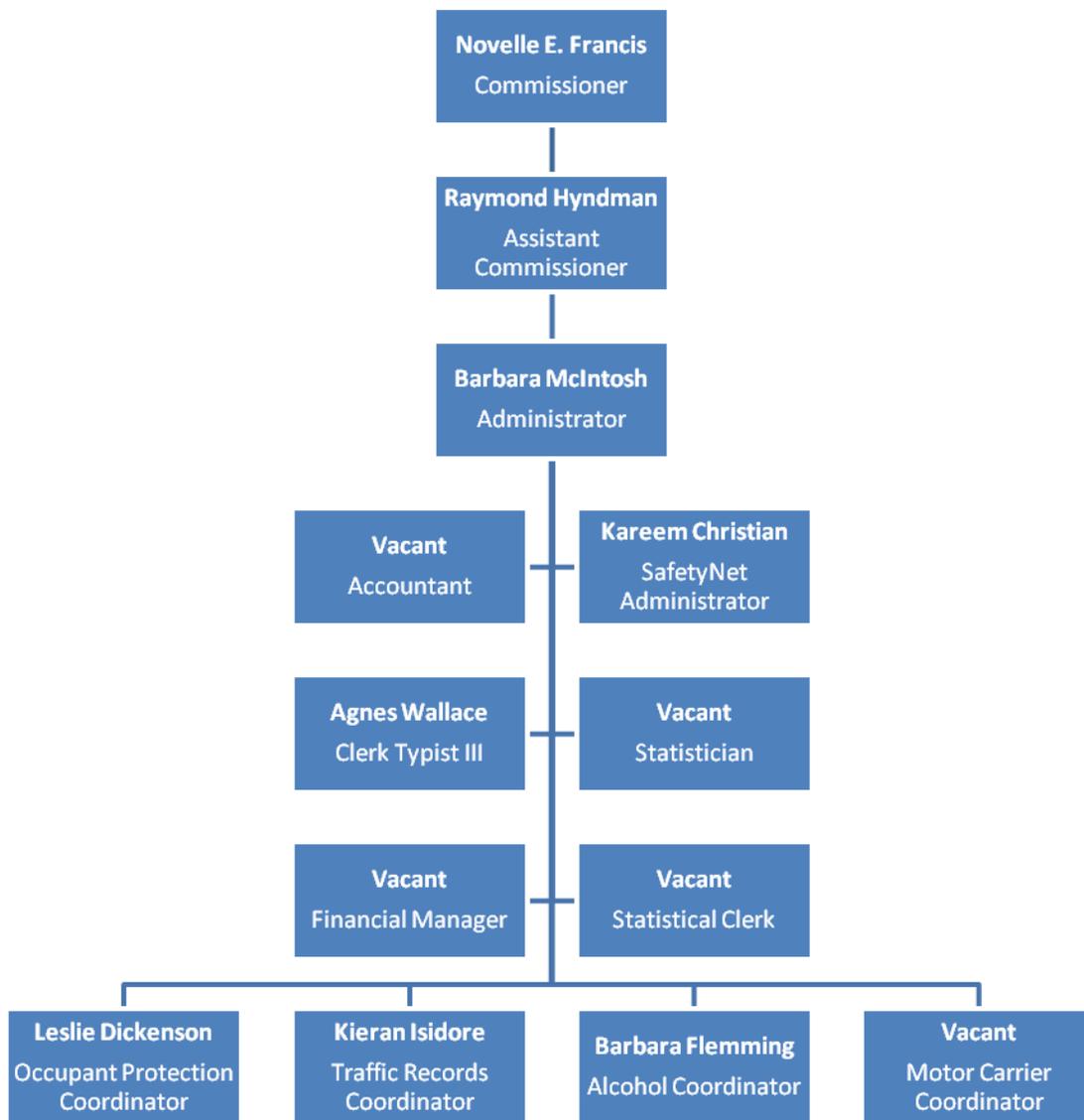
ORGANIZATION STRUCTURE|BACKGROUND

In accordance with the Highway Safety Act of 1966, the Virgin Islands established what is known as the Virgin Islands Office of Highway Safety (VIOHS) to assist in the reduction of crashes throughout the territory. VIOHS is a division within the VIPD, and serves as the territory’s designated State Highway Safety Office (SHSO).

The Police Commissioner serves as the Governor’s Highway Safety Representative (GR) and the Administrator of the VIOHS serves as the Virgin Islands Highway Safety Coordinator. The Virgin Islands highway safety program is facilitated by the VIOHS staff and supported by the National Highway Traffic Safety Administration (NHTSA) formula and incentive funds as well as local funds and is positioned organizationally as depicted in figure 1 that follows.

The primary functions of the VIOHS include:

- **Administration:** Includes the management of federal highway safety funds (402,405,406, and 408), local funds (non-matching); distribution of these funds to sub-grantee agencies and preparation of the annual Highway Safety Plan, and annual Highway Safety Plan Evaluation.
- **Problem Identification:** Includes identification of actual and potential traffic hazards and the development of effective countermeasures.
- **Monitoring and Evaluation:** Includes monitoring initiatives that impact highway safety and evaluating the effectiveness of approved highway safety projects.



(Figure 1: Organizational Chart)

VIOHS STAFFING



Left to right: Kareem Christian, Barbara McIntosh, Tom Louizou (Regional Administrator – Region 2), Barbara Flemming, Francisco Gomez, Kieran Isidore, and Leslie Dickenson



VIOHS is currently authorized ten (10) positions; of which five are filled as follows:

Administrator	Barbara J-McIntosh
Clerk Typist	Agnes Wallace
SafetyNet Coordinator	Kareem Christian
Traffic Records	Kieran Isidore
Motor Carrier Safety Assistance Program	Vacant
Accountant	Vacant
Occupant Protection Program Coordinator	Leslie Dickenson
Alcohol Coordinator	Barbara Flemming
Statistical Clerk	Vacant
Financial Manager	Vacant

MISSION STATEMENT

Implementing a comprehensive strategy aimed at reducing traffic crashes, injuries, and saving lives on our roads and highways

GOALS & OBJECTIVES

Table 1. Program Goals & Objectives

PROGRAM TITLE/AREA	PROGRAM GOAL/OBJECTIVE
Alcohol	<ol style="list-style-type: none"> 1. Increase the number of impaired driving arrests during grant funded enforcement activities 2. Decrease alcohol impaired fatalities
Occupant Protection	<ol style="list-style-type: none"> 1. Decrease the number of unrestrained fatalities 2. Increase the observed seatbelt usage rate of front seat occupants 3. Decrease the number of seatbelt citations issued
Pedestrian/Bicycle Safety	<ol style="list-style-type: none"> 1. Decrease the pedestrian fatalities
Police Traffic Services	<ol style="list-style-type: none"> 1. Decrease the total number of crashes 2. Decrease the total number of injuries 3. Maintain the total number of fatalities
Motorcycle Safety	<ol style="list-style-type: none"> 1. Decrease motorcycle fatalities 2. Decrease the number of unhelmeted motorcyclists fatalities
Planning & Administration	<ol style="list-style-type: none"> 1. Provide effective and efficient management to the Virgin Islands Safety Programs

THE HIGHWAY SAFETY PLAN (HSP) | PROCESS DESCRIPTION

The fiscal year 2010 Highway Safety Plan (HSP) is comprehensive strategy via a number of programs to be executed that addresses serious societal problems of property damage, injuries, and fatalities resulting from traffic crashes. The plan identifies programs and projects that have been designed to mitigate the traffic crash problem.

Each year the VIOHS prepares a HSP that describes the projects recommended for funding for the federal fiscal year (October 1 through September 30). For the most part, the projects presented in the current year HSP are a continuation of projects from the prior year. A high number of projects are on-going initiatives. Projects that were started in the previous fiscal year are given the higher priority in order to allow them to achieve full implementation.

Development of the HSP is a multi-stepped process that begins early in the fiscal year and proceeds the federal fiscal year. All projects are identified and a call for proposal is disseminated to prior year and potential new traffic safety project managers. Proposals must minimally include a clear problem statement, estimated costs, goals, objectives, performance measures, and expected outcomes and strategies for results. Once proposals are received, proposed projects are assigned and reviewed by the appropriate VIOHS safety staff member and or program coordinator.

VIOHS staff analyzes traffic safety data and information available from the VIPD and VIOHS. The data is used to identify emerging problem areas, as well as, to validate the problem statements by agencies that have submitted proposals for funding consideration.

The process of selection/monitoring of on-going or new projects involve the following (see figure 2):

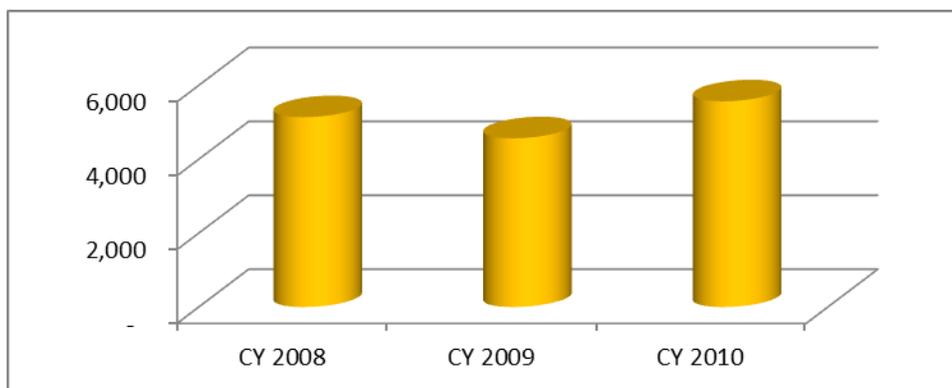


(Figure 2: Highway Safety Planning Process)

PROBLEM STATEMENT

The USVI saw an increase in crashes in the territory in calendar year 2010 (figure 3); however, the overall average percentage of variation between years remains fairly consistent. Since 2003 the average number of crashes has lingered around 6,016. Additionally, we have been unable to affect the level of decrease we would like to see in fatalities. In general, there has been little movement. In fiscal year 2010, we began collecting information from the Bureau of Motor Vehicles (BMV) to begin analyzing the relationship between the number of vehicles and traffic safety incidents. As of fiscal year 2009, there were 75,951 registered vehicles in the territory; of which approximately 41% were registered to private residents.

We have realized significant and consistent increases in seatbelt usage, which could be associated with increased man-hours during mobilizations and sustained enforcement periods, and the number of citations issued. The number of drivers arrested for driving impaired (169) increased in fiscal year 2010 from 151 arrests in the prior fiscal year; however, this figure still remains much higher than we would like. Contributing factors overall continue to be a challenge. While not currently captured as a data set, we are concerned with the contribution inattentive driving behaviors may have on the number of crashes as this number continues to rise in general; and more importantly their role as contributing factors in fatal crashes and other highway fatalities.



(Figure 3: Territory-Wide Crashes by Calendar Year)¹

Our data suggests that while the USVI has experienced a significant increase from 4,570 in calendar year 2009 to 5,571 in calendar year 2010, in the overall number of crashes, the average calendar year number of crashes continue to cluster around approximately 5,094 crashes. Overall, the variations in the number of crashes from year to year make it difficult to determine a trend. The number of crashes in calendar year 2010 is, by far, the highest number of crashes over the three year period; thus, the USVI believes there is still much to be done to affect a dramatic decrease in the number of crashes throughout the territory. We attribute this to the number of varying types of new and emerging contributing factors. We are finding that citations, for the use of cellular phones, continue to outpace any of the other contributing factors we track and monitor.

We continue to recognize that we need to expand the analysis of the types of data collected such as population demographics, registered vehicles, and number of licensed drivers. We believe this new data will allow us to better analyze cause and effect relationships more effectively; thereby, better able to use this new information to make a larger impact on reducing many of our core outcome and behavioral performance targets; and as a result, achieve our overall traffic safety goal. Clearly, the need remains strong

¹ Data Source: Traffic Crash Statistics Report by Calendar Year (updated December 29, 2010)

that we continue to move forward to enhance our emphasis on behavior modification, community and non-governmental organization partnerships, and youth behaviors.

Through education, enforcement, technology, and behavior modification we are committed to moving forward more aggressively to ensure that we elevate our ability to save the lives of those that use our roads and highways.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (NHTSA) & GOVERNOR'S HIGHWAY SAFETY ASSOCIATION MINIMUM SET OF PERFORMANCE MEASURES DEFINITIONS

C-1	Number of traffic fatalities
C-2	Number of serious injuries in traffic crashes
C-4	Number of unrestrained passenger vehicle occupant fatalities
C-5	Number of fatalities in crash involving a driver or motorcycle operator with a BAC of .08 and above
C-6	Number of speeding-related fatalities
C-7	Number of motorcyclist fatalities
C-8	Number of unhelmeted motorcyclist fatalities
C-9	Number of drivers age 20 or younger involved in fatal crashes
C-10	Number of pedestrian fatalities
B-1	Observed seatbelt use for passenger vehicles, front-seat outboard occupants (survey)
A-1	Number of seatbelt citations issued during grant-funded enforcement activities (grant activity reporting)
A-2	Number of impaired driving arrests made during grant-funded enforcement activities (grant activity reporting)
A-3	Number of speeding citations issued during grant-funded enforcement activities (grant activity reporting)



Each year the Virgin Islands Office of Highway Safety (VIOHS) develops a comprehensive Highway Safety Plan (HSP) which reflects our overall goal to reduce traffic crashes, injuries, and fatalities on our roadways. We are pleased to report that successful implementation of our plan in 2010 has resulted in a decrease in fatalities between calendar years 2009 and 2010. Facts and figures for calendar year 2010 are summarized below. All figures were extracted from the calendar year 2010 Traffic Crash Statistics Report produced by the United States Virgin Islands Police Department, Office of Highway Safety.

CALENDAR YEAR 2010 QUICK FACTS²

Crashes There was an increase of 1,001 or approximately 22 percent in the number/percent of crashes in the territory during calendar year 2010. Calendar Year 2010's data reveals that crashes have returned to the 2008 level. The total number of crashes in 2009 is the lowest over the three-year period. The three-year average number of injuries from roadway crashes is 5,094.

Serious Injuries in Traffic Crashes There was a slight increase in the number of serious injuries resulting from traffic crashes in calendar years 2010. Serious injuries rose from (12) twelve in calendar 2009 to (13) thirteen in 2010.

² Data Source: Traffic Crash Statistics Report by Calendar Year (updated December 29, 2010)

<i>Fatalities</i>	There were (5) five less fatalities on VI highways in calendar year 2010; decreasing from (16) sixteen to (11) eleven or a 31.3 percent decrease.
<i>Unrestrained Passenger Vehicle Occupant Fatalities</i>	There was a decrease of (1) one less passenger vehicle occupant fatality in calendar year 2010; decreasing from (2) two to (1) one.
<i>Pedestrian Fatalities</i>	There was a 20 percent increase in the number of pedestrian fatalities in calendar year 2010. Calendar year 2010 pedestrian fatalities increased from (5) five in calendar year 2009 to (6) six in 2010. This is the third consecutive calendar year increase in pedestrian fatalities.
<i>Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of .08 and above</i>	For the second consecutive year there were zero fatalities resulting from crashes involving a driver or motorcycle operator with a BAC of .08 and above.
<i>Motorcyclist Fatalities</i>	Motorcycle fatalities decreased in calendar year from (2) two in 2009 to (1) one in calendar year 2010.
<i>Unhelmeted Motorcyclist Fatalities</i>	In calendar year (1) one unhelmeted motorcyclist fatality occurred.
<i>Drivers Age 20 or Younger Involved in Fatal Crashes</i>	No driver age 20, or younger, was involved in a fatal crash in calendar year 2010; which was a decrease of (1) one below the previous calendar year.
<i>Speeding-Related Fatalities</i>	Speeding-related fatalities decreased by (1) one in calendar year 2010; from (5) five in calendar year 2009, to (4) four in 2010.
<i>Speeding Citations Issued</i>	The number of speeding citations issued in calendar year 2010 increased by 399 above the 1,428 issued in calendar year 2009.

Impaired Driving Arrests

There was a modest increase in the number of impaired driving arrests in calendar year 2010. Arrests increased to 169 in calendar year 2010, from 151 in calendar year 2009.

Seatbelt Use for Passenger Vehicles

Preliminary analysis indicates that the USVI continues to see an increase in the number of drivers that elected to use seatbelts in calendar year 2010. Eighty-seven point five percent of drivers were belted in calendar year 2010 which represents a 1.7 percent increase above calendar year 2009.³

³ The final 2010 Observational Seatbelt Survey analysis has not been finalized; therefore, this number is preliminary.

Table 2 below summarizes the trend in the number of crashes, injuries, fatalities, and citations issued during each calendar year (2006 through 2010); as well as the amount of change between calendar years 2009 and 2010.

Table 2. Territory-Wide Calendar Year Trends⁴

TOTAL NUMBER OF		CY 2006	CY 2007	CY 2008	CY 2009	CY 2010	+/- Change between CY '09 & CY'10
	Crashes	---	---	5,140	4,570	5,571	+1,001
C-1	Fatalities	11	13	18	16	11	-5
C-2	Serious Injuries in Traffic Crashes	---	---	18	12	13	+1
C-4	Unrestrained Passenger Vehicle Occupant Fatalities	2	2	4	2	1	-1
C-5	Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of .08 & above	0	0	1	0	0	0
C-6	Speeding-Related Fatalities	3	3	7	5	4	-1
C-7	Motorcyclist Fatalities	1	2	3	2	1	-1
C-8	Unhelmeted Motorcyclist Fatalities	1	0	1	0	1	+1
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes	0	1	1	1	0	-1
C-10	Pedestrian Fatalities	2	1	3	5	6	+1
B-1	% Seatbelt Use for Passenger Vehicles	80.2%	83.4%	83.8%	85.8%	87.5%	1.7%
A-1	Seatbelt Use for Passenger Vehicles	---	---	---	---	---	---
A-2	Impaired Driving Arrests	133	149	125	151	169	+18
A-3	Speeding Citations Issued	45	138	629	1,428	1,827	+399

⁴ Data Source: Traffic Crash Statistics Report by Calendar Year (updated December 29, 2010)

CONTRIBUTING FACTORS TO VEHICLE CRASHES – CY 2010

Failure to maintain a safe distance (948) and improper reversing (729) were the two most cited contributing factors in crashes in calendar year 2010. Table 3 below summarizes contributing factors across the territory. Failure to yield the right-of-way to a vehicle, improper passing or overtaking, speeding too fast for road conditions, and exceeding lawful speed limits each decreased. There was a slight uptick in the number of drivers making improper turns and driving under the influence (see table 3).

Table 3. Territory-Wide Calendar Year Contributing Factor⁵

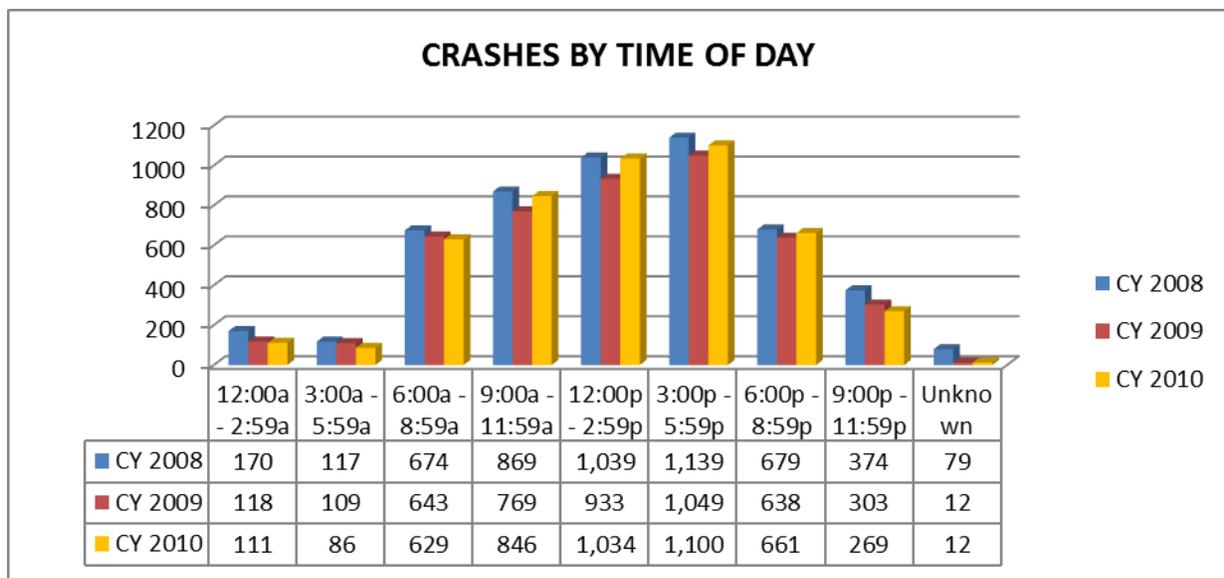
CONTRIBUTING FACTOR	CY 2008	CY 2009	CY 2010	+/- Change between CY '09 & CY '10
Failure to yield right of way to vehicle	806	754	666	-88
Failure to maintain safe distance	1161	825	948	123
Improper reversing	704	604	729	125
Improper passing/overtaking	123	106	100	-6
Making improper turn	82	79	108	29
Speeding too fast for road conditions	162	118	96	-22
Exceeding lawful speed	63	43	27	-16
Driving under the influence	56	62	68	6

⁵ Data Source: Traffic Crash Statistics Report by Calendar Year (updated December 29, 2010)

CALENDAR YEARS 2008 – 2010 CRASHES BY TIME OF DAY

Data captured to determine the time-of-day that crashes occur reveals that the time of day an accident occurs also appear to influence the number of crashes. Figure 4 below reveals that more crashes occur between the hours of 3 p.m. and 5:59 p.m. (1,100 crashes) and 12 noon and 2:59 p.m. (1,034 crashes). On the surface, we could attribute this increase in crashes due to the fact that more cars are on the roadways during lunch time and afternoon hours at the end of the normal workday; however, it should be noted that the data presented in figure 4 does not make a distinction between workdays and non-workday; therefore this assumption cannot be validated without further study.

Data captured does reveal that the number of crashes in each of the time categories increased in all time categories above the calendar year 2009 levels; except between the hours of 12:00 a.m. and 8:59 a.m.; which slightly decreased below the calendar year 2009 levels.

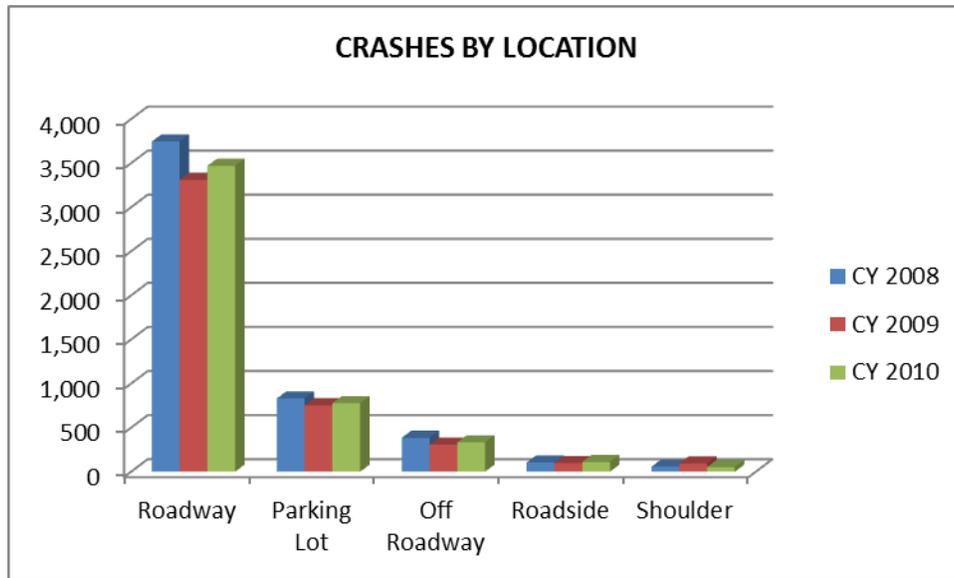


(Figure 4: Crashes by Time of Day)

⁶ Traffic Crash Statistics Report by Calendar Year (updated December 29, 2010)

CALENDAR YEARS 2008 – 2010 CRASHES BY LOCATION

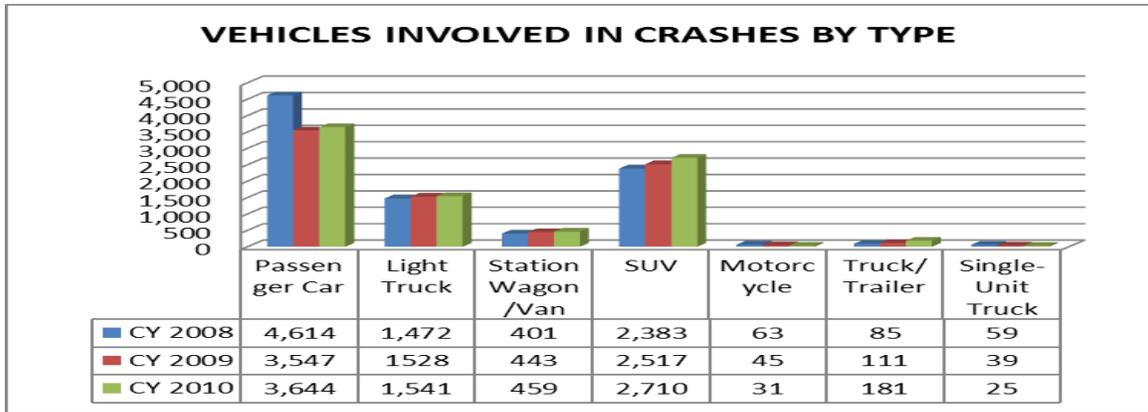
In calendar years 2008, 2009, and 2010 more crashes occurred on the roadways (3,746, 3,311, and 3,470 crashes, respectively) than at any other location. In calendar year 2010, parking lot locations were the second highest (777 crashes), and off roadway locations (333 crashes) were third. Roadside (111 crashes) and shoulder locations (53 crashes) were the least likely locations for crashes to occur (figure 5).



(Figure 5: Crashes by Location)

CALENDAR YEARS 2008 – 2010 CRASHES BY TYPE OF VEHICLE

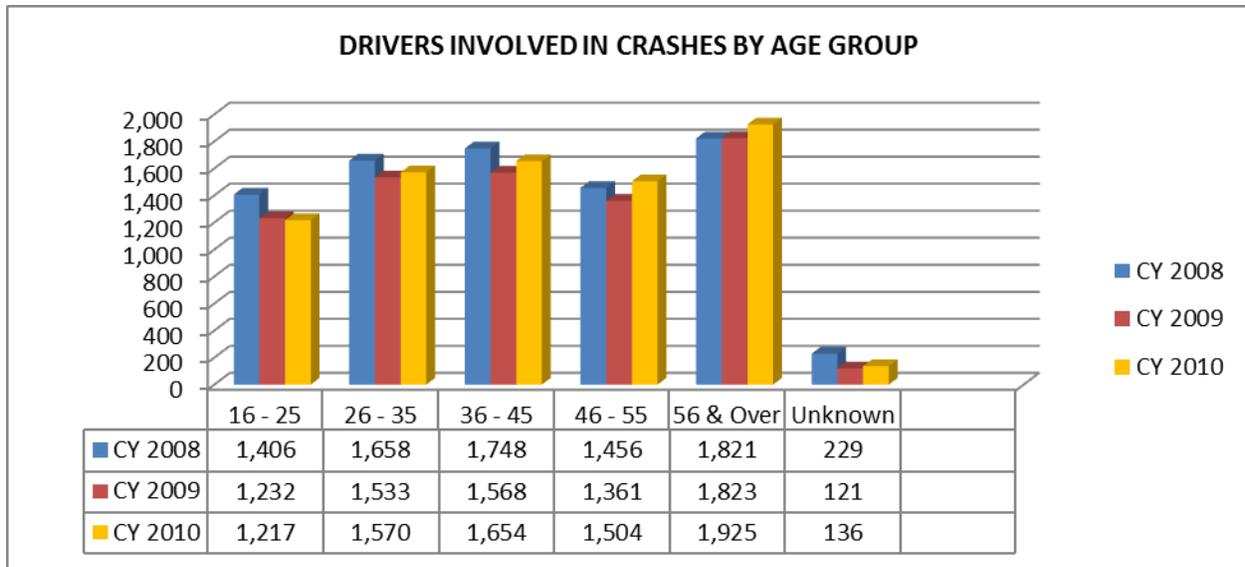
Figure 6 below reveals that in calendar year 2010, that for the third consecutive calendar year, more passenger cars (3,644) were involved in crashes than any other type of vehicle. Sports utility vehicles (SUVs) represented the second highest number crashes (by type of vehicle) involved in crashes (2,710), followed by light trucks (1,541), station wagons or vans (459), and trucks/trailers (181). Motorcycle (31) and single-unit trucks (25) were the only two categories of vehicles crashes that continued to decrease in calendar year 2010 below the calendar year 2009 level (figure 6).



(Figure 6: Vehicles Involved in Crashes by Type)

CALENDAR YEARS 2008 – 2010 CRASHES BY AGE GROUP

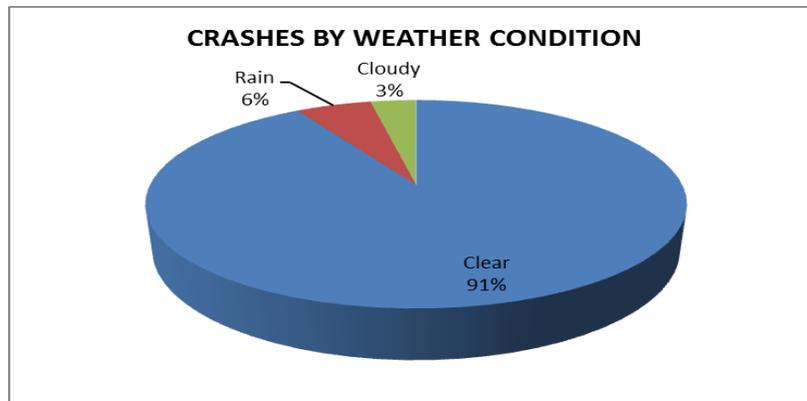
Drivers 56 years of age and older continued to be involved in more crashes than any other age group with an increase from 1,823 in calendar year 2009 to 1,925 in calendar year 2010 (see figure 7). This age bracket of drivers represented 24 percent of all crashes in calendar year 2010. Drivers between the ages of 16 and 25 represented only 15 percent of crashes in the territory during calendar year 2010; a decrease of 1 percent below the prior calendar year. The percentage represented by other age groups is as follow: 26 to 35 years of age (19 percent), 36 to 45 years of age and 46 to 55 years of age both representing (21 percent).



(Figure 7: CY 2009 Number of Drivers Involved in Crashes by Age Group)

CALENDAR YEAR 2010 ROADWAY CRASHES BY ROAD VISIBILITY

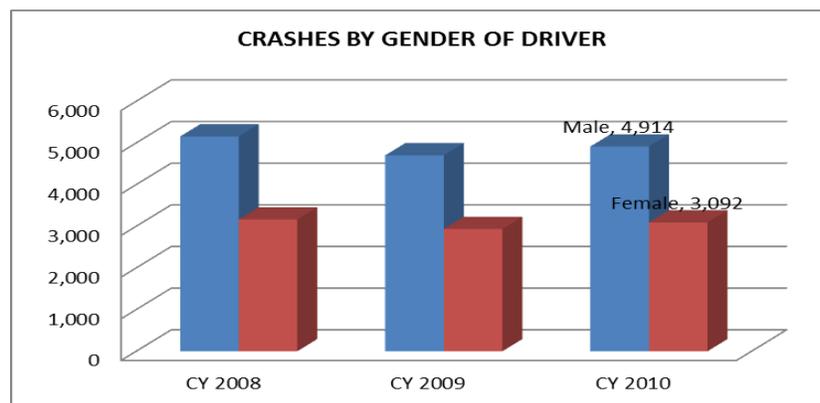
There were fewer crashes that occurred on days with clear weather conditions (91 percent) in calendar 2010 than the percentage that occurred in calendar year 2009 (93 percent). On days when there was rain; the percentage of crashes that occurred increased to 6 percent; a 2 percent increase above the prior calendar year when the number of crashes that occurred on rainy days only represented 4 percent of the overall total. The percentage that occurred on days when cloudy weather conditions were present remained at 3 percent in calendar 2010 [see figure 8].



(Figure 8: CY 2010 Percent of Crashes by Weather Condition)

CALENDAR YEARS 2008 – 2010 CRASHES BY GENDER OF THE DRIVER

There was a very slight shift in the percentage of males and females involved in crashes from calendar year 2009 to calendar year 2010. In calendar year 2010 the percent of males and females involved in crashes both increased in calendar year 2010. The percentage of females involved in crashes increased by 1 percent in calendar year 2010, from 38 percent to 39 percent, which was reported in the previous two calendar years (figures 9).



(Figures 9: Crashes by Gender of Driver)

CHAPTER THREE – CORE SAFETY STRATEGIES



Four strategies were implemented to achieve our traffic safety metrics: Occupant Protection, Alcohol Countermeasures, Speed Control Countermeasures, and Traffic Records.

CORE OUTCOME, BEHAVIOR, AND ACTIVITY PERFORMANCE MEASURES

Table 4. Core Outcome, Behavior, and Activity Performance Measures

PROGRAM AREA	PERFORMANCE MEASURE	TYPE	PERFORMANCE PERIOD
Planning & Administration	C1, C-2	Core Outcome	January 1 – December 31
Impaired Driving	A-2	Activity	October 1 – September 30
Behavior Modification	B-1	Core Behavior	January 1 – December 31
Occupant Protection	C-4	Core Outcome	January 1 – December 31
Motorcycle	C-5, C-7, C-8	Core Outcome	January 1 – December 31
Police Traffic Services	A-1, A-2, A-3	Activity	October 1 – September 30
	C-6	Core Outcome	January 1 – December 31
Motorcycle Fatalities	C-5	Core Outcome	January 1 – December 31
Youth Alcohol	C-9	Core Outcome	January 1 – December 31
Pedestrian/Bicycle Fatalities	C-10	Core Outcome	January 1 – December 31

We had a number of legislative accomplishments in 2010. Our Legislature passed the Booster Seat Law, Commercial Motor Vehicle Law, and the Helmet Law. The Helmet Law makes it mandatory for motorcyclists to attend motorcycle riding courses before they are issued both a license and endorsement to ride. Also, in calendar year 2010, an independent contractor conducted a scientific survey in accordance with the criteria established by the Secretary of U.S. Department of Transportation. Preliminary results of that survey are projecting an 87.5 percentage usage rate in the Virgin Islands by the driving public.

Calendar Year 2010's Seatbelt Survey results found an 87.5 percent usage rate in the Virgin Islands.

Over the last three years our observational survey has found an average usage rate of 85.7 percent. We attribute this high usage rate and the decrease in seatbelt citations to the hard work of law enforcement and the VIOHS staff during the “Click It or Ticket Campaign” and to other public health and community activities. These efforts were supported by developing and disseminating press releases, articles for print media and the wide distribution of posters, brochures, and other public awareness materials.



Left to Right, VIPD Recruiter Shermaine Nielsen; Leslie Dickenson, OP Coordinator; Wanda Morris, Director, Worker's Compensation Program, Lt. Governor Gregory Francis; and Marjorie Belardo, VIPD Payroll Director

The VIOHS also supported the hospital-based child passenger safety program. An increase in funding for enforcement, public information and education, and officer traffic training resulted in an increase in the rate of seatbelt usage and a decrease in the number of fatalities in calendar year 2010. Additionally, an increase in the number of free child car seats and parental child unrestrained awareness and outreach efforts resulted in a decrease in the number of citations issued.

We contribute the decreases we realized in calendar year 2010, in both crashes and fatalities, to the effectiveness of our Occupant Protection Program, and daily media campaign.

In calendar year 2010 we continued to increase partnership with community organizations and civic groups such as VI CARE, Channel 6, AKA Sorority, Hispanos Unidos, Generation NOW, and Rotary West, to name just a few.

STRATEGY TWO | ALCOHOL COUNTERMEASURES



Left to Right: L. Benjamin-Matthew; B. Flemming – Alcohol Safety Program Coordinator; B. Silveria, Principal, Central High School, Ms. Joseph; and J. Dembeck, Diageo, Inc.

The VIPD continued to increase alcohol enforcement efforts through sobriety and hi-visibility checkpoints aimed at removing drunken drivers from our roadways. The Unity Coalition of St. Croix was funded to conduct string operations on local merchants to ascertain whether or not local merchants are selling alcohol to minors. The coalition also conducted a Merchant Education Program to educate merchants and make them aware of the law and dangers of serving alcohol to minors. We collaborated with local businesses such as Diageo a local rum distillery, to increase the awareness of the dangers and consequences of drunk driving. One such effort was conducted with the help of Brandon Silveria, who chose to drink alcohol and drive while he was junior high school student. He crashed his vehicle, and nearly ended his life, and a disabling injury resulted.

STRATEGY THREE | SPEED CONTROL COUNTERMEASURES



e-citation Pilot Training

Our public information and education campaign in all program areas continues to be the core of our efforts. It is through public information and education that we are affective the driving behaviors or the motoring public.

STRATEGY FOUR | TRAFFIC RECORDS

The VIOHS continued to lead the technology-based traffic records program. This program allows all officers to receive a laptop computer for use in entering traffic data in real time. It also allows the officer to receive information electronically to aid in investigations. In addition to capturing data in real time, officers that are equipped with these laptops also can receive data in real time and use this data to analyze traffic crashes, patterns, and trends.

Ultimately, the data is useful for managing manpower, developing deployment strategies, and making form informed resource allocation decisions. The next phase of the program is e-Citations, which will be online the first quarter of calendar year 2011.



PLANNING & ADMINISTRATION PROGRAM AREA

Funding Source(s):	402 Funds
Awarded Amount:	\$100,000.00
Expended Amount to Date:	\$30,916.02
Funded Agency or Agencies:	Virgin Islands Office of Highway Safety
Report Start Date:	October 1, 2009
Report End Date:	September 30, 2010
Reporting Date:	September 30, 2010
Status:	On Schedule

PROGRAM OVERVIEW

The Planning and Administration program includes those activities and costs necessary for the overall management and operations of the highway safety office. These activities include:

- Identifying the territory’s most significant traffic safety problems;
- Prioritizing problems and developing methods for the distribution of funds;
- Developing the annual highway safety plan (HSP);
- Selecting individual projects for funding;
- Evaluating accomplishments;
- Developing annual highway safety plan evaluations (HSPE);
- Increasing public awareness and community support;
- Chair the Traffic Records Coordinating Committee and Task Forces;
- Coordinating public information and educational programs; and
- Generally promoting and coordinating traffic safety in the Virgin Islands

PROBLEM STATEMENT

The USVI saw a rise in the number of crashes territory wide. Additionally, we are observing an emergence in the types and numbers of contributing factors in road and highway incidents. As technological advances continue to be offered to those that use our road and highway throughout the territory, the VIOHS must also remain attuned to how those advance both challenge and provide opportunities for us to reduce the number of lives lost to traffic incidents.

PERFORMANCE OBJECTIVES

- Policies and Procedures manual for VIOHS was revised in 2010; and will be finalized in 2011
- VIOHS website's contents will be completed in 2012

PERFORMANCE GOALS

Our goal is to provide management and support services for the activities necessary to operate the traffic safety program in the Virgin Islands. The performance goals include:

- Providing effective and efficient management to the Virgin Islands Highway Safety Programs;
- Providing the operations and administration of the Virgin Islands Highway Safety Program in compliance with territorial and federal laws, regulations, and procedures;
- Ensuring that the policies and procedures necessary for the operations of the highway safety programs are current;
- Maintaining a system of training and development for the Office of Highway Safety Program staff and project personnel;
- Developing the annual evaluation report by December 31; and
- Utilizing all available means for improving and promoting the Virgin Islands traffic safety program.

PERFORMANCE MEASURES

C-1 = Number of fatal crashes

C-2 = Number of fatalities

PROGRESS TO DATE

In 2010 VIOHS:

- The Virgin Islands Office of Highway Safety (VIOHS) provided funding for the management, supervision, support and operating services that are necessary to conduct the Virgin Islands Highway Safety program during 2010. A combination of 20 onsite and telephone monitoring were conducted.

- All of VIOHS staff members received the necessary training and participated in workshops and conferences which are geared towards job enhancement and professional development. The Administrator further provided the staff with refresher training, in order to provide them with the knowledge and skills necessary to properly supervise and monitor sub-grantee programs, and the management of the programmatic and financial aspects of the grant award according to FMCSA, NHTSA and OMB policies. An annual training will focus on financial and program management.
- The program manual for the Office was revised in 2010; the final draft will be completed in FY 2011.

The office successfully worked with the 28th Legislature in the passage of legislation for a Motorcycle License Law that will mandate that all motorcycle drivers be issued a license upon completion of a certified riders training course and obtain a passing grade on the examinations. The office was also instrumental in working with the legislature in the successful passage of the Commercial Vehicle Safety Law.

- VIOHS launched a very successful media campaign aimed at promoting seatbelt and child passenger restraint device usage, reducing the intolerable behavior of drinking and driving, making drivers aware of the dangers of driving in a commercial vehicle’s “no zone” or “dead spot”, and the issue of inattention and speed related factors as a contributing factor in most crashes.
- Launched a very successful media campaign aimed at promoting seatbelt and child passenger restraint device usage, reducing the intolerable behavior of drinking and driving – making drivers aware of the dangers of driving in commercial vehicle “no zone” or dead spot” and the issue of inattention and speed-related factors as contributing factors in most crashes.
- The second highest crash location for the last two years was in parking lots. The Administrator met with the management of the two largest shopping malls on St. Thomas and St. Croix and it was determined that the malls are in compliance with industry standard for markings, lane width, signage etc. Therefore, we agreed that together we will develop a PI&E plan to educate the mall attendees about driving safety tips in the mall.
- An observation of high crash locations determined that the highest contributing factor to crashes in those areas were driver inattention, poor lighting and poor roadway signage and markings. As a result we are working with the Department of Public Works to address the roadway issues.

Table 5. Number of Fatal Crashes & Fatalities Core-Outcome Performance Measure CY 2010 Performance Results

PERFORMANCE MEASURE	CY 2009 ACTUAL	CY 2010 PERFORMANCE TARGET	CY 2010 ACTUAL PERFORMANCE	EXPLANATION
Number of fatal crashes	16	12 or 20% decrease	10	Target met. This target was exceeded, as there were (4) fewer fatal crashes in calendar year 2010.
Number of fatalities	16	12 or 20% decrease	11	Target met. This target was met, and exceeded in calendar year 2010.

ADDITIONAL COMMENTS AND/OR EVALUATION

- Processing financial documents via the Enterprise Resource Planning System (ERP) continues to be a challenge. The most challenging, of which, is the time it takes for approvers to approve invoices either to be converted to a purchase order, or when it is liquidated to be paid. Due to the fact that the system does not have an external notification indicator so that approvers can be notified when there are documents that are in their “box” to be approved, it takes a significant amount of effort on their part to dedicate the time to analyze each item, then approve them. This can also be tedious and time consuming, because in order to view the area on the system that will tell the viewer the next action that needs to be taken, one must navigate through a series of at least three steps.
- Processing documents through the Department of Property and Procurement has been challenging. The length of time it takes to process a contract or procurement of large ticket items is considerably lengthy.

PLANS TO DATE

Management of the e-citation project will continue in 2011 along with the management of the entire highway safety program.

ALCOHOL PROGRAM AREA

Funding Source(s):	402
Awarded Amount:	\$476,000.00
Expended Amount to Date:	\$176,397.20
Funded Agency or Agencies:	VIPD, Unity Coalition of St. Croix, VIOHS
Report Start Date:	October 1, 2009
Report End Date:	September 30, 2010
Reporting Date:	December 31, 2010
Status:	On-going

PROGRAM OVERVIEW

The Alcohol Program Area consists of three projects; Impaired Driving Enforcement, Youth Alcohol, and Alcohol Program Management. These programs execute specific projects and activities designed to educate, enforce, monitor, and provide technical assistance to reduce the number of alcohol-related accidents and fatalities. Each project has distinct objectives as described in the table below.

Table 6. Alcohol Program Area Programs/Projects

IMPAIRED DRIVING ENFORCEMENT 402 Grant	YOUTH ALCOHOL 402 Grant	ALCOHOL PROGRAM MANAGEMENT 402 Grant
The VIPD conducts the driving under the influence (DUI) initiatives during national mobilizations and during locally-identified holidays when alcohol consumption is highest. Field sobriety checkpoints are administered with a minimum of ten sobriety checkpoints throughout the year. Identify and approve equipment and related training as required to reduce the number of impaired drivers on the road and highways.	The Unity Coalition of St. Croix conducts merchant sting operations, as well as provides merchant education for those merchants that sell alcohol to minors. The project also funds other related project activities such as training, monitoring; and the cost of developing and disseminating educational and training materials. The project also coordinates community education/prevention efforts pertaining to the dangers of underage drinking and driving.	The Alcohol Program Management program reports, monitors, provide technical assistance, and develop plans and applications for alcohol-related countermeasures. The program also coordinates community education and prevention efforts pertaining to impaired driving and other related training as approved.

PROBLEM STATEMENT

The trends in the Virgin Islands alcohol-related crashes, alcohol-related fatalities, and alcohol-related injuries are shown in table 6 below. It suggests that alcohol-related crash figures are continuing to rise. Traffic officers remain at a disadvantage, as the law does not permit for the testing of all drivers involved in fatal crashes. When drivers cannot be tested, officers are not allowed to fully capture the true number of impaired drivers; and as a consequence, limited data continues to presents great challenges for the USVI to

remove impaired drivers from our roads and highways. Manpower to conduct field sobriety checkpoints continued to play a role in our ability to have the level of impact we would like. The table below depicts alcohol-related traffic incidents for calendar year 2010.

Table 7: Alcohol-Related Crashes/Fatalities/Injuries

	CY 2004	CY 2005	CY 2006	CY 2007	CY 2008	CY 2009	CY 2010
Number of Alcohol-Related Crashes	37	50	49	49	56	62	67
Number of Alcohol-Related Injuries	19	21	18	6	31	48	37
Number of Alcohol-Related Fatalities	2	1	1	0	2	2	0

Youth Alcohol: Each year PRIDE surveys and issues an annual report or national summary on student's (grades six through twelve) use of any tobacco, alcohol, or illicit drugs. The survey of 2007 revealed that alcohol was the most commonly used substance among Virgin Islands Public High School students. Rates in the Virgin Islands at that time were beginning to surpass U.S. mainland rates with 46 percent reporting past-30-days use in fiscal year 2007. The 2009-2010 Pride Survey Report reveals the following statistics on annual and monthly use of the following alcohol and drug products by teen in grades six through twelve.

Table 8. Percent of Students Who Report Using Alcohol

DRUG	GRADE LEVEL	ANNUAL USE			MONTHLY USE		
		2008-09	2009-10	Change	2008-09	2009-10	Change
*SOURCE: PRIDE SURVEYS 2009 - 2010							
Beer	Junior High	19.7	18.5	-1.2*	6.8	6.1	-0.7*
	Senior High	44.5	43.1	-1.4*	25.2	23.3	-1.9*
	12 th Graders	52.8	52.3	-0.5	34.5	32.0	-2.5*
	Total	31.6	31.0	-0.6*	15.6	14.8	-0.8*
Wine Coolers	Junior High	18.2	16.6	-1.6*	6.4	5.7	-0.7*
	Senior High	42.7	40.8	-1.9*	21.3	19.7	-1.6*
	12 th Graders	48.8	48.7	-0.1	26.5	25.0	-1.5*
	Total	30.0	28.8	-1.2*	13.6	12.8	-0.8*

DRUG	GRADE LEVEL	ANNUAL USE			MONTHLY USE		
		2008-09	2009-10	Change	2008-09	2009-10	Change
*SOURCE: PRIDE SURVEYS 2009 - 2010							
Liquor	Junior High	15.9	15.5	-0.4*	6.0	5.5	-0.5*
	Senior High	46.8	45.3	-1.5*	25.5	23.9	-1.6*
	12 th Graders	56.6	55.5	-1.1	34.2	32.4	-1.8*
	Total	30.7	30.6	-0.1	15.3	14.8	-0.5*
Any Alcohol	Junior High	26.7	25.3	-1.4*	9.1	8.4	-0.7*
	Senior High	56.5	54.8	-1.7*	31.1	29.0	-2.1*
	12 th Graders	64.6	64.1	-0.5	40.6	38.3	-2.3*
	Total	41.0	40.3	-0.7*	19.6	18.9	-0.7*

*Statistically significant difference at .05 level using chi-square with variables year and no-use/use.

PERFORMANCE OBJECTIVES

- Increase the number of impaired driving arrests during grant funded enforcement activities by 50 percent from the 2006 – 2008 calendar base year average of 213 to 255 by December 31, 2010
- Decrease alcohol impaired fatalities by 12 percent from the 2006- 2008 calendar base year average of nine to eight by December 31, 2010
- Reduce the number of alcohol-related crashes by 5 percent by the end of calendar year 2010
- Increase the number of D.U.I. arrest by 30 percent in fiscal year 2010
- Increase the number of enforcement activities

PEFORMANCE GOALS

- Increase D.U.I. enforcement activities
- Provide D.U.I. offenders with behavior modification training aimed at assisting offenders to be more accountable for their actions, making them aware of the societal consequences of their actions; thereby, reducing the number of incidents related to driving under the influence of alcohol
- Enforce D.U.I. laws
- Remove intoxicated drivers operating vehicles from the roadways
- Provide planning, coordination, monitoring, and evaluation support for the Virgin Islands Impaired Driving Program
- Increase territory-wide D.U.I. enforcement (number of arrests and police visibility)
- Draw public attention to the territory's enforcement operations and emphasize the risk of being caught and punished for driving under the influence

- Provide territory-wide coordination of Standard Field Sobriety Testing (SFST) training and related training to law enforcement officers
- Develop and distribute educational information to the general public and specific target groups identified as high risk
- Assist in the acquisition of D.U.I.-related enforcement equipment and training to support territory-wide D.U.I. enforcement operations
- Change the behaviors and attitudes of offenders as it relates to DUI; thereby, reducing the number of incidents of drunk driving
- Reduce the number of repeat offenders and hold offenders accountable for their actions

PERFORMANCE MEASURES

A-2 = Number of impaired driving arrests made during grant-funded enforcement activities (grant activity reporting)

C-9 = Number of drivers age 20 or younger involved in fatal crashes

C-9.1 = Number of fatalities involving a driver age 20 or younger/population

C-9.2 = Number of unbelted passenger vehicle occupant fatalities age 20 or younger

C-9.3 = Number of drivers age 20 or younger in fatal crashes with a positive BAC

PROGRESS TO DATE

- Seventy compliance checks were performed.
 - 61 percent of the merchants were in compliance with not selling alcohol products to minors
- Held 2010 USVI Youth Against “Drunken” Driving Summit. Ninety-two teens participated.
- Conducted training, to teach youths how to participate in compliance checks on businesses that sell alcohol to minors.
- Merchant educational packages were created and distributed to those merchants who sold alcohol to minors during the compliance checks.
- Prior to participating in DUI checkpoints, officers were taught how to conduct field sobriety checks on motorists to determine if the driver is, in fact, driving under the influence.

Table 9. Number of Impaired Driving Arrests Activity Performance Measure FY 2010 Performance Results

PERFORMANCE MEASURE	FY 2009 ACTUAL	FY 2010 PERFORMANCE TARGET	FY 2010 ACTUAL PERFORMANCE	EXPLANATION
Number of impaired driving arrests	151	121 or 20 percent	169	Target not met. The target increased by approximately 12 percent in FY 2010. VIOHS will continue to work with program areas to further reduce the number of impaired driving arrests to move closer to our 20 percent reduction goal.

Table 9. Number of Drivers Age 20 or Younger Involved in Fatal Crashes Core-Outcome Performance Measure CY 2010 Performance Results

PERFORMANCE MEASURE	CY 2009 ACTUAL	CY 2010 PERFORMANCE TARGET	CY 2010 ACTUAL PERFORMANCE	EXPLANATION
Number of drivers age 20 or younger involved in fatal crashes	1	0	0	Target met. While this target was exceeded, VIOHS will continue to target and conduct outreach initiatives to drivers under the age of 20 and all other drivers to ensure the number does not rise.

ADDITIONAL COMMENTS AND/OR EVALUATION

VIOHS plans to continue its focus on reducing alcohol-related deaths for all drivers using territorial roads and highways; and continue funding programs that target businesses that sell or serve alcohol to minors.

OCCUPANT PROTECTION (OP) AND CHILD PASSENGER SAFETY (CPS) PROGRAM AREA

Funding Source(s):	402, 405, 406
Awarded Amount:	\$557,218.40
Expended Amount to Date:	\$264,065.14
Funded Agency or Agencies:	VIPD
Report Start Date:	October 1, 2009
Report End Date:	September 30, 2010
Reporting Date:	December 31, 2010
Status:	On-going

PROGRAM OVERVIEW

The Occupant Protection Program Area is comprised of four major programs/projects: Occupant Protection Program Management, Occupant Protection Enforcement, Seatbelt Usage Rate Survey, and Child Passenger Safety. These major projects are described below.

Table 10. Occupant Protection Programs

<p>OCCUPANT PROTECTION PROGRAM MANAGEMENT</p> <p>402 Grant-\$212,231.02</p> <p>406 Grant-\$67,372.03</p>	<p>The Occupant Protection Program Administration coordinates activities, certification training, and other projects that promote the use of restraint systems, and the enforcement of the same. Administration also develops and facilitates public information and education projects, provides status reports, and updates project activities to the Highway Safety Administrator and the National Highway Traffic Safety Administration Regional Office. In addition, the program monitors project activities, preparing and maintaining project documentation, and evaluates task accomplishments.</p>
<p>OCCUPANT PROTECTION ENFORCEMENT</p> <p>405 Grant-\$208,575.50</p>	<p>The VIPD enforces mandatory seatbelt laws using overtime funded by the 405 grant. These activities supplement regular law enforcement seatbelt enforcement activities. Enforcement occurs year around and includes participation in the National “Click It or Ticket” mobilization initiative.</p>
<p>SEATBELT USAGE RATE SURVEY</p> <p>402 Grant-\$49,000.00</p>	<p>This project addresses contractual agreements to conduct scientific seatbelt surveys in the territory as a part of our annual certification.</p>

CHILD PASSENGER SAFETY

406 Grant-\$50,000.00

VIOHS uses grant funds to purchase child safety seats for safety seat clinics and for distribution during public information and education campaigns. The recently enacted Booster Seat Law in the territory requires an education period before enforcement; therefore, this program area will focus on promoting the safe usage of booster seats, distributing seats at public community events, and training of community partners to assist in the marketing of the child passenger safety message.

The program addresses the reimplementation of the territory's hospitals, nursery division, and the newborns discharge program. It will also address non-use and incorrect use of child safety seats and booster seats.

PROBLEM STATEMENT

Programs designed to increase safety belt use remains a high priority in the Virgin Islands and are proving to be effective. The Observational Survey conducted for the last four years reflects moderate increases from year to year. The first scientific seatbelt survey was conducted in 2006. Findings from the survey reveals a 80.2 percent usage rate in 2006, 82.3 percent in 2007, 83.8 percent in 2008, 85.8 percent increase in 2009, and 87.5 percent in year 2010⁷ (see table 9). While the average usage rate for the four years in which the survey has been conducted is 83.0; the USVI would like to see a more substantial increase in usage rate.

PERFORMANCE OBJECTIVES

- Decrease the number of unrestrained fatalities by 20 percent from the 2006 – 2008 calendar base year average of (15) fifteen to (4) four by December 31, 2010
- Increase the observed seatbelt usage rate of front-seat occupants from 84 percent in calendar year 2008 to approximately 88 percent in 2010
- Increase the number of seatbelt citations issued during grant funded enforcement activities by 10 percent from 2006 – 2008 calendar base year average of 3,465 to 3,811 by December 31, 2010

PERFORMANCE GOALS

- Reduce the percentage of serious injuries resulting from motor vehicle crashes where the occupants were unrestrained.
- Increase driver and passenger restraint usage and child passenger restraint usage

PERFORMANCE MEASURES

C-4= Number of unrestrained passengers in vehicles

⁷ Preliminary percentage

PROGRESS TO DATE

- Certified Child Passenger Safety Technicians increased from 22 to 26 along with two certified instructors and two instructor trainees.
- Increased enforcement activities and decreased seatbelt citations issued
- Conducted 9 child safety seat clinics in 2010 compared to 6 in 2009.
- Continued enforcement inspections
- Continued outreach and education efforts
- Completed annual observational survey
- Conducted periodic safety week activities throughout the territory
- Conducted monthly site visits
- Conducted youth education outreach sessions

Table 11: Percent of Seatbelt Use Rates Behavior Performance Measure CY 2010 Performance Results

	CY 2006	CY 2007	CY 2008	CY 2009	CY 2010
Usage Rate Territory-Wide	80.2 %	82.3%	83.8%	85.8%	87.5% ⁸

Table 12. Number of Unrestrained Fatalities Core-Outcome Performance Measure CY 2010 Performance Results

PERFORMANCE MEASURE	CY 2009 ACTUAL	CY 2010 PERFORMANCE TARGET	CY 2010 ACTUAL PERFORMANCE	EXPLANATION
Number of unrestrained passengers in vehicles	3	4	4	Target met. This metric was exceeded by 1.3 percent. VIOHS plans to continue its media campaigns and outreach programs to further reduce the number of unrestrained passengers.

⁸ Preliminary percentage

ADDITIONAL COMMENTS AND/OR EVALUATION

VIOHS will continue to implement child passenger services in a standardized, comprehensive and systematic way. Five (5) quality management systems for fitting stations were established in fiscal year 2010 which allowed for community-based check-ups, certification training and continuing technical education and training. VIOHS will use grant funds to purchase child safety seats for the fitting stations.

The observation seatbelt survey conducted in 2010 revealed a preliminary 1.7 percent increase in the usage rate over the 2009 figure of 85.8%. We attribute this increase to the aggressive PI&E campaign conducted in 2010, increased enforcement, along with our car seat clinics and community partnerships. We will continue to implement the same strategies that we employed in 2010 to further realize increases in the seatbelt and car restraint usage rate and decreases in citations and fatalities and serious injuries in 2011.

POLICE TRAFFIC SERVICE PROGRAM AREA

Funding Source(s):	402
Awarded Amount:	\$650,000.00
Expended Amount to Date:	\$399,971.36
Funded Agency or Agencies:	VIPD
Report Start Date:	October 1,2009
Report End Date:	September 30,2010
Reporting Date:	December 31,2010
Status:	On-going

PROGRAM OVERVIEW

The Police Traffic Services Program Area is comprised of one major project, the Police Traffic Services Program. The overall objective of this central program is to aggressively reduce the number of contributing factors that result in road and highway incidents.

PROBLEM STATEMENT

Inattentive driving (failure to yield, failure to maintain safe distance, and failure to stay in lane) continues to be some of the leading contributing factors in crashes in the Virgin Islands (see table 10). Inattentive driving citations issued rose in fiscal year 2010. There were 2,247 citations issued in fiscal year 2010. Drivers talking on cell phones are beginning to surpass all other citations. We anticipate texting while driving will soon be the second highest. Overall we are seeing, that in fatal crashes, a great variety of driver errors contribute to crash causalities.

Table 13. Contributing Crash Factors (Territory Wide)

CONTRIBUTING FACTORS (Territory-Wide)	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	+/- Change
IMPROPER RESERVE	444	306	427	326	694	597	682	+85
DID NOT GRANT RIGHT-OF- WAY TO VEHICLE	623	470	592	396	838	720	693	-27
IMPROPER TURNING	190	138	142	77	99	69	108	+39
EXCEEDING REASONABLE SAFE SPEED	123	77	130	52	166	117	107	-10
EXCEEDING STATED SPEED LIMIT	68	45	41	25	60	42	34	-8
FOLLOWING TOO CLOSELY	488	363	525	428	1,159	795	597	-198
IMPROPER PASSING	124	89	143	79	135	140	130	-10
UNDER INFLUENCE OF ALCOHOL	64	78	107	52	47	67	62	-5

PERFORMANCE OBJECTIVES

- Increase speed enforcement and arrests
- Increase traffic light and stop sign enforcement
- Increase monitoring of unmarked intersection
- Select a number of traffic-investigative courses for officers to attend
- Provide planning, coordinating, and evaluating of projects funded under the Police Traffic Services Program
- Increase enforcement of violations that result in the majority of the territory's crashes and to assist the VIPD with traffic enforcement resources such as equipment, training, and overtime funding
- Assist the VIPD with traffic safety public awareness efforts
- Provide the resources necessary to support territory-wide law enforcement training

PERFORMANCE GOALS

- Reduce the number of traffic crashes
- Reduce the percentage of speed-related fatal crashes and injuries
- Reduce the amount of crashes caused by the disregard of red lights and stop signs; and failure to yield the right of way
- Train traffic investigators in traffic-related courses
- Reduce the high level of crashes due to the Virgin Islands' four predominant contributing factors as referenced in table 10 (with an emphasis on speeding)

PERFORMANCE MEASURES

C-6 = Number of speeding-related fatalities

C-7 = Number of motorcycle fatalities

C-8 = Number of unhelmeted motorcycle fatalities

A-1 = Number of citations issued

PROGRESS TO DATE

- Increased the number of traffic citations
- Conducted a traffic educational day with all agencies involved with traffic safety
- Distributed traffic safety promotional materials

Table 14. Number of Speed-Related Fatalities Core-Outcome Performance Measure CY 2010 Performance Results

PERFORMANCE MEASURE	CY 2009 ACTUAL	CY 2010 PERFORMANCE TARGET	CY 2010 ACTUAL PERFORMANCE	EXPLANATION
Number of speed-related fatalities	5	3	4	Target not met. Manpower continues to be a problem within the VIPD and prevents them from assigning officers to continuously conduct speed-related enforcement activities. Without having the adequate number of officers assigned to street enforcement activities; it continues to be difficult to stop violations. As the VIPD currently cannot increase the number of regular man hours, VIOHS will continue to work diligently on the behalf of the VIPD to increase the number of overtime hours necessary to target driver that are violating established speed limits; thereby, working to eliminate the number of speed-related fatalities.
Number of motorcycle fatalities	2	1	1	Target met. This target was exceeded in calendar year 2010.
Number of unhelmeted motorcycle fatalities	0	1	1	Target met. This target was exceeded in calendar year 2010.

Table 15. Number of Citations Issued Performance Measure FY 2010 Activity Performance Results

Performance measure	FY 2009 ACTUAL	FY 2010 PERFORMANCE TARGET	FY 2010 ACTUAL PERFORMANCE	EXPLANATION
Number of citations issued	3,063	3,812	1,985	Target not met. This target was not met in fiscal year 2010. We attribute this significant reduction in the number of citations issued to manpower and resources. The VIOHS will seek to increase funding and to find innovated initiatives to increase this figure in fiscal year 2011.

ADDITIONAL COMMENTS AND/OR EVALUATION

The VIOHS continues face challenges in keeping pace with new and emerging contributing factors to traffic incidents.

In 2011, the VIOHS will continue to work closely with the VIPD and other safety partners to develop a message campaign regarding the importance of paying attention while driving. The focus will be on middle aged and older drivers. Funds will also be sub-granted to the VIPD to provide training to law enforcement officers and emergency medical service personnel. Additionally, the funds will allow for the purchase of necessary equipment and supplies to support the HSP core goals.

PEDESTRIAN/BICYCLE SAFETY PROGRAM AREA

Funding Source(s):	402
Awarded Amount:	\$40,000.00
Expended Amount to Date:	\$10,432.16
Funded Agency or Agencies:	VIOHS
Report Start Date:	October 1,2009
Report End Date:	September 30,2010
Reporting Date:	December 31,2010
Status:	On-going

PROGRAM OVERVIEW

The Pedestrian/Bicycle Safety Program Area administers one major project. Project efforts include providing training and educational resources that target high-risk motorist/pedestrian behaviors and at high accident locations.

PROBLEM STATEMENT

While the number of incidents of fatal crashes involving bicycles remained at zero in 2010; the number of pedestrian fatalities increased. To reduce the number of fatalities of all types the offices of the VIOHS and the VIPD will use every possible medium to educate the public about safe walking and riding. Additionally, we will continue to conduct an aggressive public information and education (PI&E) campaign, to further increase the public's level of awareness and ensure that the low incident and fatal rates remain low.

PERFORMANCE OBJECTIVES

Decrease the pedestrian fatalities to zero from the 2006 – 2008 calendar base year average of three.

PERFORMANCE GOALS

Reduce the number of bicycle and pedestrian accidents and fatalities

PERFORMANCE MEASURES

C-10 = Number of pedestrian fatalities

C-10.1 = Number of pedestrian fatalities under 15 years of age

C-10.2 = Number of pedestrian fatalities over 65 years of age

PROGRESS TO DATE

- DPW and VIPD collaboration to identify areas of concern in order to reduce those areas with the greatest risk to pedestrian/bicycle safety
- Continued aggressive public information and education campaigns
- Partnered in community events and public health activities such as World Health Day, St. Croix Annual Agriculture and Food Fair, Week of the Young Child, Public Health Week, Child Passenger Safety Week, and 3-D Month

Table 16. Number of Pedestrian, Pedestrian Under 15 Years of Age, and Pedestrian Over 65 Years of Age Fatalities Core-Outcome Performance Measure CY 2010 Performance Results

PERFORMANCE MEASURE	CY 2009 ACTUAL	CY 2010 PERFORMANCE TARGET	CY 2010 ACTUAL PERFORMANCE	EXPLANATION
Number of pedestrian fatalities	5	0	6	Target not met. The calendar year 2010 target was not achieved. In calendar year 2011, the VIOHS will aggressively target both drivers and pedestrians through community outreach and media campaigns to reduce this figure.
Number of pedestrian fatalities under 15 years of age	0	0	0	Target met. The number of pedestrian fatalities under 15 years of age remained at zero for the third consecutive year. The VIOHS will continue to monitor this group to ensure the numbers remains unchanged.

PERFORMANCE MEASURE	CY 2009 ACTUAL	CY 2010 PERFORMANCE TARGET	CY 2010 ACTUAL PERFORMANCE	EXPLANATION
Number of pedestrian fatalities over 65 years of age	0	0	0	Target met. As with the above targeted group above, the number of pedestrian fatalities in the age group of 65 and over remained at zero in 2010. Similar, to our other pedestrian efforts we will continue to monitor closely to ensure the progress made does not reverse.

ADDITIONAL COMMENTS AND/OR EVALUATION

Enforcement training (which is targeted at reducing motorists and pedestrian fatalities) will be increased in order to reduce fatalities; along with paid and earned media campaigns to further strengthen the impact of pedestrian and bicycle safety messages. community pedestrian safety training will be conducted using NHTSA sponsored curriculum.

TRAFFIC RECORDS PROGRAM AREA

Funding Source(s):	406,408
Awarded Amount:	\$1,488,480.77
Expended Amount to Date:	\$146,760.63
Funded Agency or Agencies:	VIOHS
Report Start Date:	October 1,2009
Report End Date:	September 30,2010
Reporting Date:	December 31,2010
Status:	On-going

PROGRAM OVERVIEW

The Traffic Records Program Area consists of one major project, the traffic records improvement program. The objective of the project is to plan and implement traffic programs, as well as monitor and evaluate traffic records activities.

PROBLEM STATEMENT

In order to have a significant impact on reducing the number of accidents, fatalities, and fatal crashes; it is imperative that we have the capacity to investigate, collect and analyze accurate, comprehensive and timely traffic data. Data obtained and observed from traffic incidents and driver and pedestrian behavior, as well as the impact of a variety of external factors will greatly enhance our capacity to place emphasis on behaviors and factors that will yield the highest benefit for the reduction in the loss of lives from traffic incidents.

The traffic investigation reporting system is still fragmented. Currently the VIPD, BMV, SC, and Attorney General's offices cannot electronically transmit and receive pertinent traffic reports and citations, which is vital to the everyday functions of these agencies. BMV is not able to receive the citation reports and point system information that should be automatically transferred into the driver license database. Although real time driver and vehicle ownership information to attach liens or serve warrants on outstanding tickets or any other traffic violation, case dispositions are only transferred to the VIPD upon request. Presently, all traffic citations are manually written which makes it difficult to account for all citation forms issued. Furthermore, there is no timely or accurate processing of citation and adjudication data.

PERFORMANCE OBJECTIVES

- Create an inter-agency web-based portal which connects all necessary agencies and provides for the transfer of traffic-based data
- Create or purchase user-friendly e-citation software and hardware that can be deployed and used throughout the territory
- Capture 100 percent of all traffic citations electronically
-

PERFORMANCE GOALS

- Increase accessibility and the time it takes to process information within the agencies by linking the VIPD, BMV, and SC databases using linkage software that connects citation, adjudication, and disposition systems
- Design, develop, and implement a traffic citation/adjudication data subsystem which can deliver traffic citation and adjudication on data in a timely fashion to all users
- Continue to make available to stakeholders complete traffic information and aid in their resource allocation and decision making process

PERFORMANCE MEASURES

C-1 = Number of traffic fatalities

C-2 = Number of serious injuries in traffic crashes

PROGRESS TO DATE

We continued to move forward in improving, integrating, and strengthening our traffic management systems by supporting the upgrade of the BMV files which will allow officers to scan vehicle or driver information into the database and populate the necessary fields into the traffic report, and thereby provide real time information for officers on patrol.

The e-Citation project is still progressing. The system that was identified to be used to capture and process citation data will be operation by March 2011. Full implementation is anticipated by the end of fiscal year 2012.

Table 17. Number of Traffic Fatalities & Number of Serious Injuries in Traffic Crashes Core-Outcome Performance Measure CY 2010 Performance Results

PERFORMANCE MEASURE	CY 2009 ACTUAL	CY 2010 PERFORMANCE TARGET	CY 2010 ACTUAL PERFORMANCE	EXPLANATION
Number of fatalities	16	12 or 20% decrease	11	Target met. This target was met, and exceeded in calendar year 2010.
Number of serious injuries in traffic crashes	12	10	13	Target was not met. The target for reducing the number of serious injuries in traffic crashes was not achieved. VIOHS will continue to monitor the number of crashes and explore means to effectuate reductions in the number of contributing factors; subsequently, reducing the number of traffic crashes resulting in serious injuries.

ADDITIONAL COMMENTS AND/OR EVALUATION

VIOHS plans to continue putting in place more sophisticated and integrated data systems that will allow all those that need access to complete and reliable data to have that data available in real time. Funding for the Traffic Records Improvement Program will assist in the full implementation of the traffic records program. This will include planning, program implementation, monitoring, and evaluating traffic records activities. Additionally, funding will allow the purchase of e-citation technology that will automate the citation process.

SPEED MANAGEMENT PROGRAM AREA

Funding Source(s):	406
Awarded Amount:	\$170,488.17
Expended Amount to Date:	\$0
Funded Agency or Agencies:	VIPD
Report Start Date:	October 1,2009
Report End Date:	September 30,2010
Reporting Date:	December 31,2010
Status:	On-going

PROGRAM OVERVIEW

The focus of the Speed Management Program Area is to decrease fatalities and fatal crashes throughout the territory resulting from excessive speed. The major initiative under this program area is the Speed Enforcement Program.

PROBLEM STATEMENT

Speed continues to be the leading cause of crashes in the territory. Of the six most monitored contributing factors that the territory annually measures, speed is outpacing all other factors and remains the number one contributor to fatal crashes.

PERFORMANCE OBJECTIVES

- Decrease the number of speed-related fatalities by 20 percent from the 2006 – 2008 calendar base year (average of 15) to four by December 31, 2010
- Increase the number of speeding citations issued during grant-funded enforcement activities by 20 percent from the 2006 – 2008 calendar base year (average of 215) to 250 citations by December 31, 2010

PERFORMANCE GOALS

- Increase the number of traffic citations
- Decrease the number of speed-related traffic accidents
- Decrease the number of speed-related fatal crashes

PERFORMANCE MEASURES

C-6 = Number of speeding-related fatalities

PROGRESS TO DATE

Table 18. Number of Speed-Related Fatalities Core-Outcome Performance Measure CY 2010 Performance Results

PERFORMANCE MEASURE	CY 2009 ACTUAL	CY 2010 PERFORMANCE TARGET	CY 2010 ACTUAL PERFORMANCE	EXPLANATION
Number of speed-related fatalities	5	3	4	Target not met. Manpower continued to be a problem in calendar year 2010. Without having the adequate number of officers on the street, enforcement activities cannot be sustained. VIOHS plans to collaborate with the VIPD to increase manpower in order to increase enforcement, and subsequently reduce the number of speed-related fatalities.

ADDITIONAL COMMENTS AND/OR EVALUATION

VIOHS plans to continue to provide funding to law enforcement for speed enforcement and arrests; thereby; enhancing our ability to decrease the number of motor vehicle collisions; resulting in fatalities and injuries caused by speeding drivers. VIPD will conduct high-visibility speed checkpoints using designated officer cite violators. Funds will be used to train officers to more efficiently investigate and supervise traffic crashes. Through the funding of this program, law enforcement officers will also be able to participate in operation “Arrive Alive.” Those managing the program will be better able to select, and place increased emphasis in locations known for a high number of speeding violations.

Public information and education will also play an integral part of the speed enforcement program.



PROBLEM IDENTIFICATION PROCESS AND DATA COLLECTION SOURCES

In order to determine trends and projections in traffic fatalities and injuries, as well as to conduct an overall analysis of traffic safety in the USVI crash data, data from preceding years are collected and analyzed. The VIOHS uses data from the: VIPD Traffic Crash Database (Reportbeam); Superior Court of the Virgin Islands; Department of Health Emergency Medical Service database (EMS Charts); and data from the Department of Justice, Office of the Attorney General.

In developing our analysis and projections data from the various databases, data are cross referenced to ensure that our analyses are accurate. Analysis of the data allows law enforcement and other safety partners to pinpoint specific areas of concern and focus on enforcement and educational efforts. The Reportbeam System is the core system in which data is collected, compiled, and stored from traffic-related reporting departments and agencies.

The Reportbeam System has the capability to generate over 100 different kinds of reports. Data can include the number of traffic crashes investigated, fatalities and fatality rates, number of injuries, number and types of vehicles involved in crashes, gender and age of drivers and passengers, and other contributing factors of the crashes.

VIOHS continues to work with the independent vendors and other organizations to conduct the annual seatbelt usage surveys; as well as work with the Emergency Medical Services within the Department of Health to improve the problem identification process. Verifiable and credible data available on the Internet from agencies such as the Bureau of the Census – U.S. Department of Commerce, U.S. Centers for Disease Control and Prevention – U.S. Department of Health and Human Services and peer reviewed epidemiological studies are also being used, on a continuous basis, to strengthen our problem identification process.

VIOHS maintains its commitment to strive to further improve its problem identification process through the use of other supplemental data. We are exploring including additional data such as the number of registered vehicles, number of licensed drivers, population demographics, and observational seatbelt use rates to strengthen our analysis.

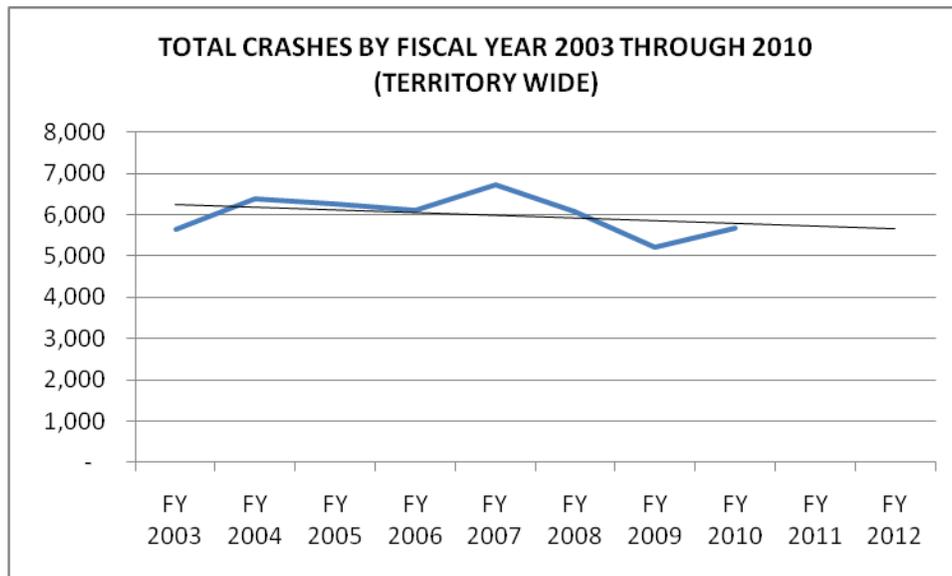
TRENDS & PROJECTIONS: CORE, BEHAVIOR, AND ACTIVITY PERFORMANCE MEASURES⁹

The below trends and projections are presented by fiscal year to reflect fiscal year funding.

TOTAL CRASHES BY FISCAL YEARS (FY 2003 THROUGH FY 2010)

In fiscal year 2003 crashes territory wide were reported as 5,640. Since fiscal year 2004, the average number of crashes has remained fairly consistent, with the exception of fiscal year 2007 when crashes increased from 6,119 crashes in fiscal year 2006 to 6,724 crashes.

After two years of decreases, and a reversal in 2007; crashes again began to decrease. In fiscal years 2008 and 2009 when the number of crashes fell from 6,083 in fiscal year 2008 to 5,222 crashes in fiscal year 2009. We realized a modest climb in the number of crashes in fiscal year 2010; when crashes increased to 5,674. While, we did see an increase in fiscal year 2010, we continue to anticipate that over the next two years the number of crashes will track along the same lines for the foreseeable future (see figure 11).

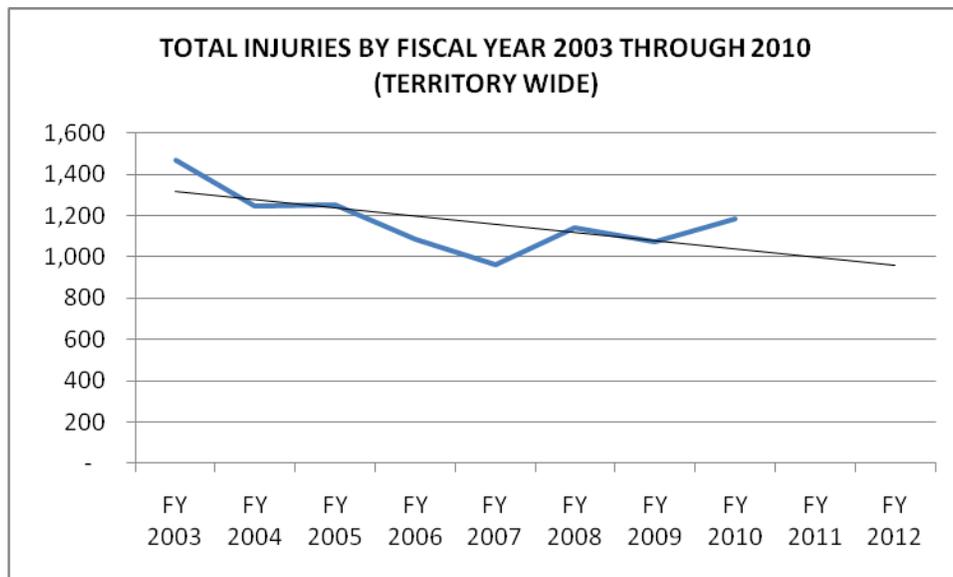


(Figure 11: Total Crashes by Fiscal Years FY 2003 through FY 2010 Territory Wide)

⁹ Data Source: Traffic Crash Statistics Report by Fiscal Year (updated January 18, 2011)

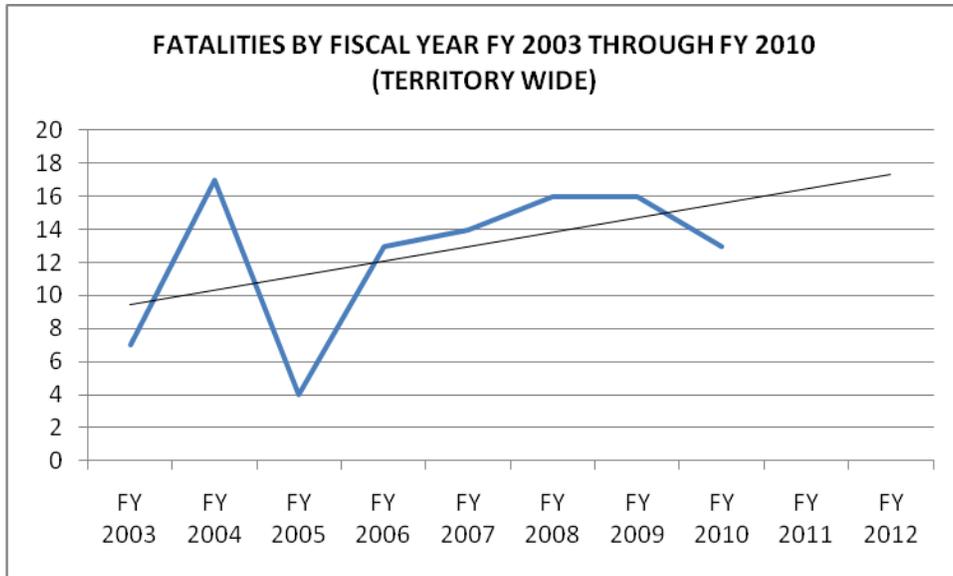
TOTAL INJURIES BY FISCAL YEARS (FY 2003 THROUGH FY 2010)

Since fiscal year 2003 (with the exception of fiscal year 2008 when 1,139 injuries resulted from crashes) the number of injuries (1,468) as a result of crashes has consistently declined to 1,074 injuries in fiscal year 2009. In fiscal year 2010 injuries began to climb from 1,074 to 1,187. Based on the figure below, the number of injuries is projected to continue declining through fiscal year 2012 and beyond (see figure 12).



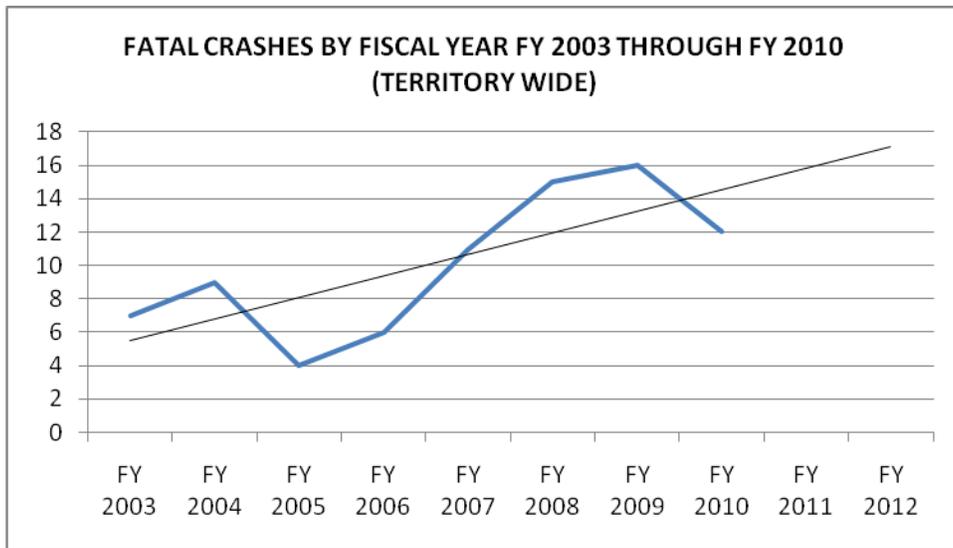
(Figure 12: Total Injuries by Fiscal Year FY 2003 through FY 2010)

From fiscal year 2003 through fiscal year 2005 the number of traffic fatalities were somewhat inconsistent; however, in fiscal year 2006 we began experiencing a steady increase in the number of fatalities occurring throughout the territory. Seven fatalities in fiscal year 2003, 17 in fiscal year 2004, four in fiscal year 2005 as compared to 13 fatalities in fiscal year 2006, 14 in fiscal year 2007, 16 in fiscal year 2008, and 16 in fiscal year 2009). Traffic fatalities declined to 13 in fiscal year 2010, and are projected to continue to reflect a decline over the next fiscal year per figure 13.



(Figure 13: Total Fatalities by Fiscal Year FY 2003 through FY 2010)

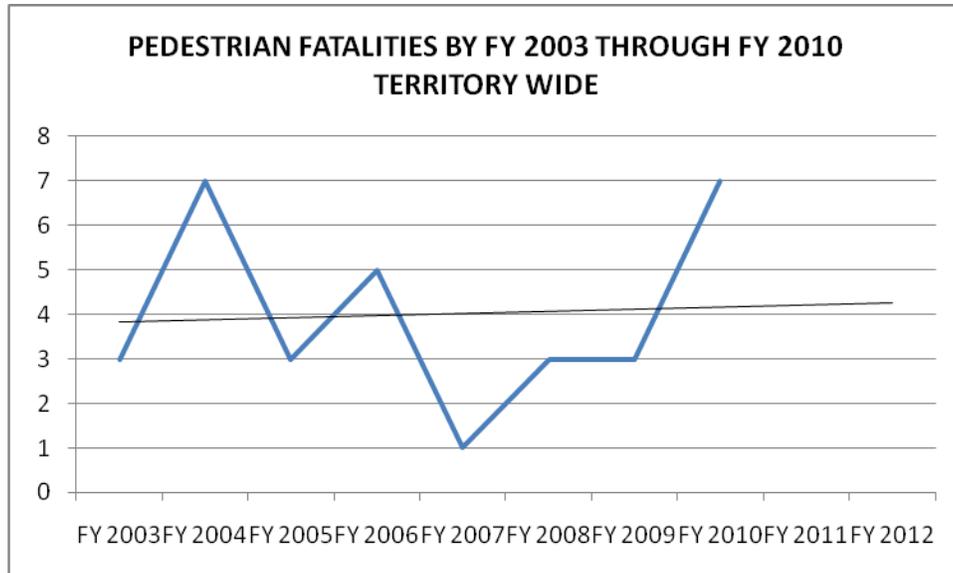
Total fatal crashes in fiscal years 2003 and 2004 were on an upward trajectory (seven and nine crashes respectively); however, the number of fatal crashes dramatically fell in fiscal year 2005 to four and fiscal year 2005 to six. Fatal crashes began to move upward again in fiscal years 2006 through 2009 (11 fatal crashes, 15 fatal crashes, and 16 fatal crashes, respectively). Fatal crashes are projected to continue to climb there was a decline in fiscal year from 16 fatal crashes in fiscal year 2009 to 12 in fiscal year 2010. Per the figure below fatal crashes continue to be projected to climb (see figure 14).



(Figure 14: Total Fatal Crashes FY 2003 through FY 2010 Territory Wide)

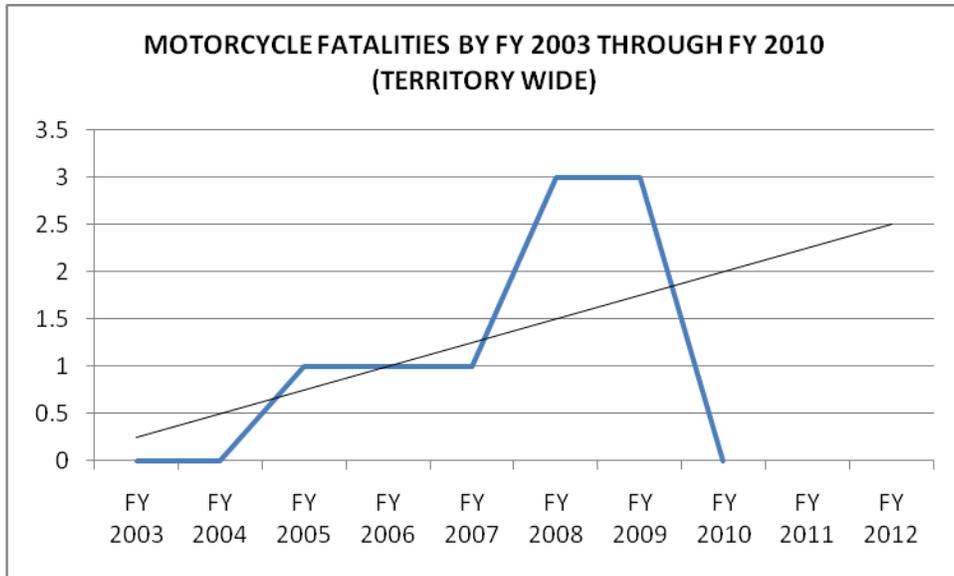
PEDESTRIAN & MOTORCYCLE FATALITIES BY FISCAL YEARS (FY 2003 THROUGH FY 2010)

The number of fiscal year pedestrian fatalities have been sporadic since fiscal year 2003 (three in fiscal year 2003, seven in fiscal year 2004, three in fiscal year 2005, five in fiscal year 2006, one in fiscal year 2007, three in fiscal year 2008, and three in fiscal year 2009). This trend continued in fiscal year 2010 with a sharp increase from three in fiscal year 2009 to seven in fiscal year 2010. Out-year projections continue to indicate that the number of pedestrian fatalities flatten out in the near future (see figure 15).



(Figure 15: Pedestrian Fatalities FY 2003 through FY 2010 (Territory Wide))

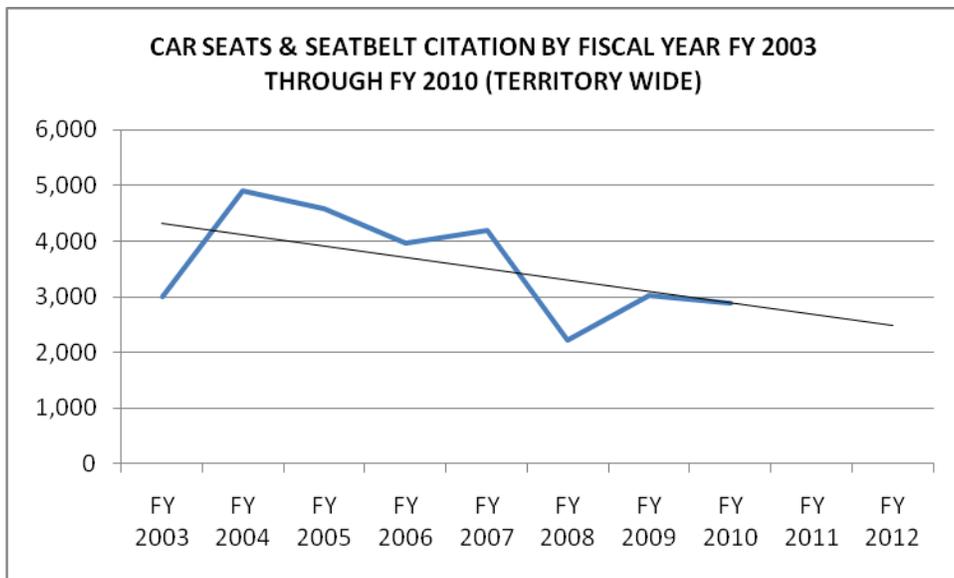
Our projects in fiscal year 2009 indicated that fatalities for motorcyclists are projected to increase through fiscal year 2012 and beyond territory wide; however, in fiscal year 2010 the number of motorcycle fatalities decline to zero. Although, we realized a decrease in the number of pedestrian fatalities in fiscal year 2010, the figure below continues to project a slight increase in the number of motorcycle fatalities in the out years (see figure 16).



(Figure 16: Motorcycle Fatalities by FY 2003 through FY 2010 (Territory Wide))

CAR SEAT & SEATBELT CITATIONS BY FISCAL YEARS (FY 2003 THROUGH FY 2010)

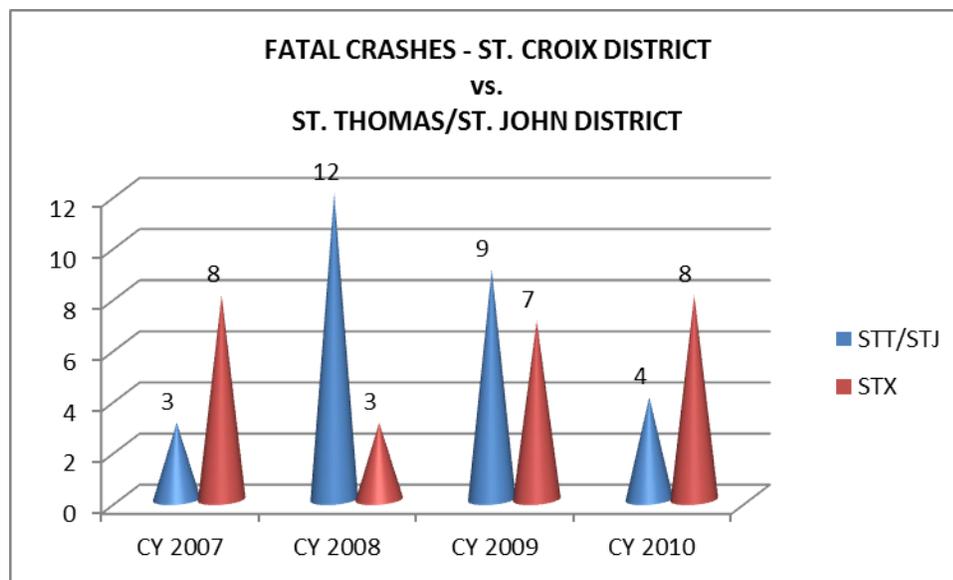
The number of car seat and seatbelt citations issued average approximately 3,705 per fiscal year; however, it is projected that we will issue somewhat less car seat and seatbelt citations if all things remain constant (see figure 17). Seatbelt citations decreased in fiscal year 2010 to 2,889 from 3,027 in fiscal year 2009.



(Figure 17: Car Seat & Seatbelt Citations by FY 2003 through FY 2010 (Territory Wide))

FATAL CRASHES ST.CROIX DISTRICT – ST. THOMAS/ST. JOHN DISTRICT COMPARISONS BY FISCAL YEARS (FY 2007 THROUGH FY 2010)

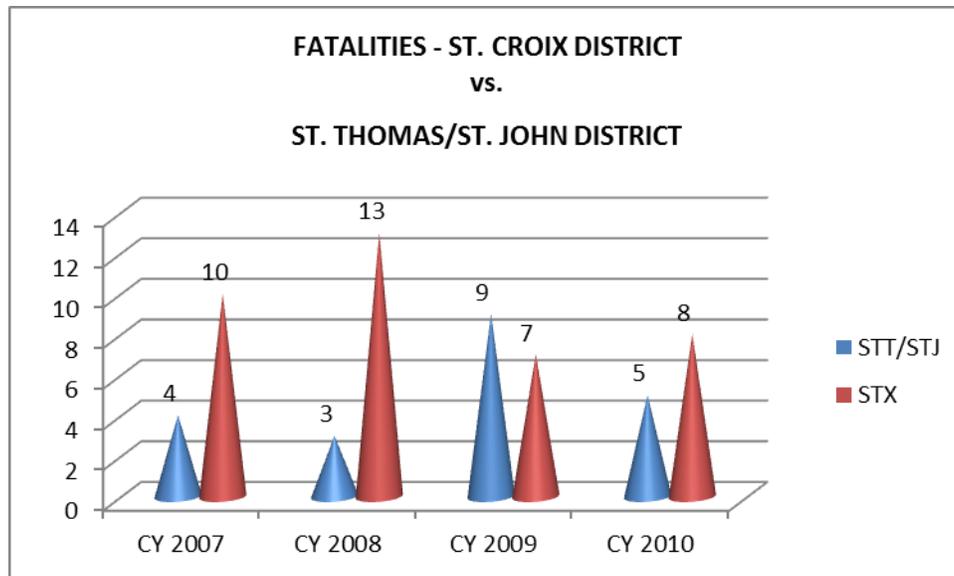
In fiscal years 2007 fatal crashes from traffic incidents in the St. Croix District outpaced those that occurred in the St. Thomas/St. John District; however, in fiscal years 2008 and 2009 fatal crashes in the St. Thomas/St. John District surpassed those that occurred in the St. Croix District. However, in fiscal year 2010, St. Croix, again, outpaced the St. Thomas/St. John District in the number of fatal crashes. The St. Croix District had (8) eight incidents of fatal crashes in fiscal year 2007, (3) three in fiscal year 2008, (7) seven in fiscal year 2009, and (8) eight in fiscal year 2010; whereas the St. Thomas/St. John District had (3) three incidents in fiscal year 2007, (12) twelve in fiscal year 2008, (9) nine in fiscal year 2009, and (4) four in calendar year 2010. See figure 18.



(Figure 18: Fatal Crashes STX District vs. STT/STJ District FY 2007 through 2010)

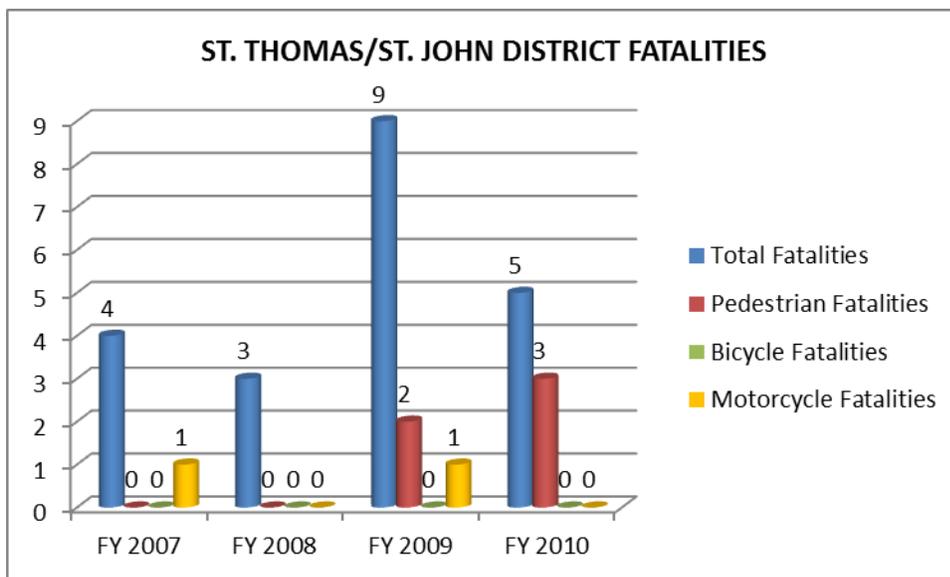
ST. THOMAS/ST. JOHN DISTRICT & ST.CROIX DISTRICT FATALITIES/CRASHES (FY 2007 – FY 2010)

Total fatalities in the STT/STJ District decreased significantly in fiscal year 2010 to (5) five as compared to (9) nine in the preceding fiscal year. Conversely, the number of total fatalities increased in fiscal year 2010 for the STX District from (7) seven in 2009 to (8) eight in fiscal year 2010 (see figures 19).

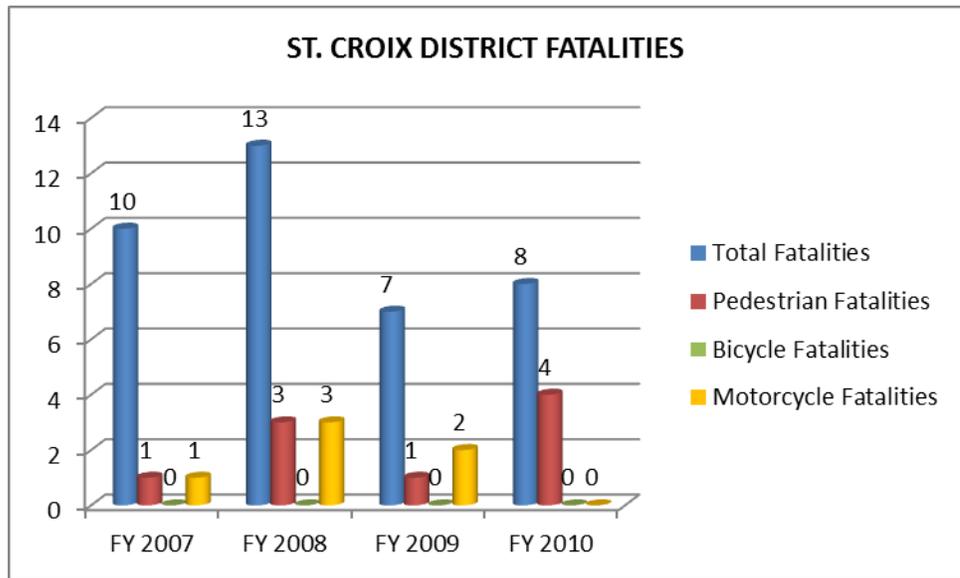


(Figure 19: Fatalities – STX vs. STT/STJ District FY 2007 through FY 2010)

Overall, more fatalities have occurred in the St. Croix District since fiscal year 2007. Fatalities have been higher in fiscal years 2007, 2008, and 2010; than those fatalities occurring in the St. Thomas/St. John District during the same fiscal year period. The number of fatal crashes has shifted back and forth between the two districts over the four year period; therefore it is difficult to identify a trend between the two districts (see figures 18 and 19). Fatalities by type, between the two districts, likewise do not depict a clear pattern of increase or decrease by district. See figures 20 and 21.



(Figure 20: STT/STJ Fatalities FY 2007 through 2010)



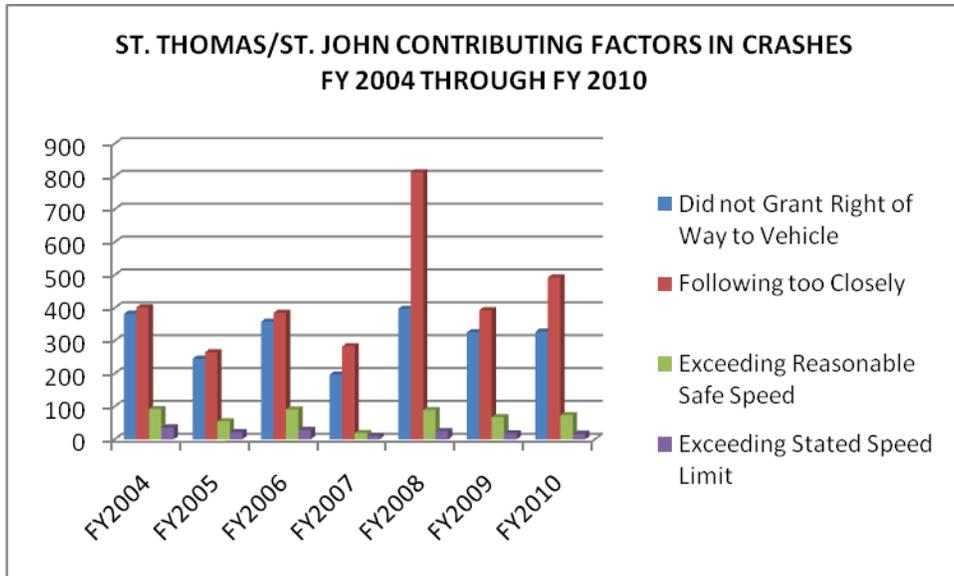
(Figure 21: Fatalities FY 2007 through 2010)

ST. THOMAS/ST. JOHN DISTRICT, ST. CROIX DISTRICT, & TERRITORY-WIDE CONTRIBUTING FACTORS IN CRASHES (FY 2004 – FY 2010)

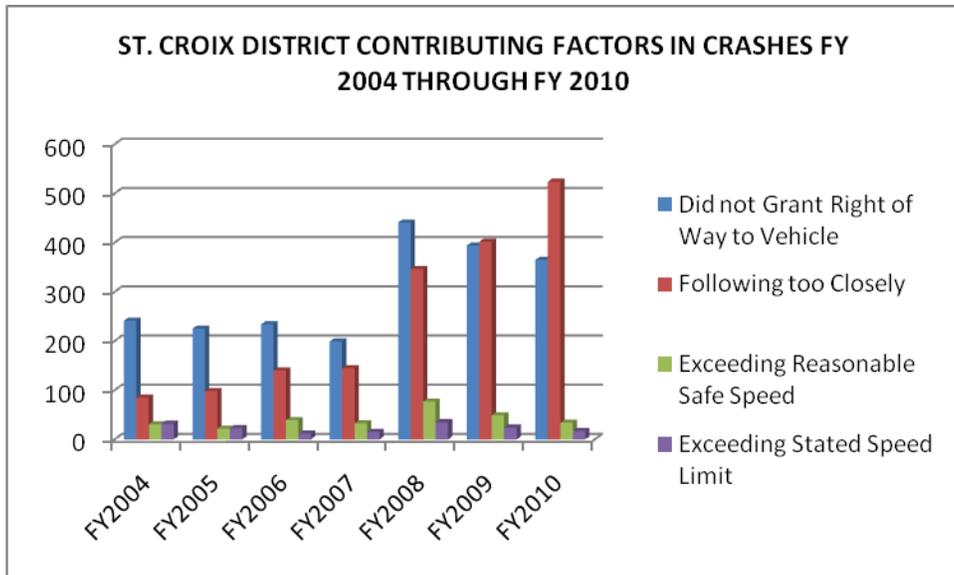
In fiscal year 2010, failure to grant the right of way (328 incidents) and following too closely (493) in the STT/STJ John both increased above the prior year level. Exceeding stated speed limit has trended downward since fiscal year 2004 in the STT/STJ District (see figure 22).

Failure to grant the right of way (365 incidents) in fiscal year 2010 in the STX District decreased. Following too closely in the STX District reached its highest level (524 incidents) in fiscal year 2010. Exceeding the stated speed limit (17 incidents) and exceeding reasonable safe speed (34 incidents) remained fairly low in the STX District (see figure 23).

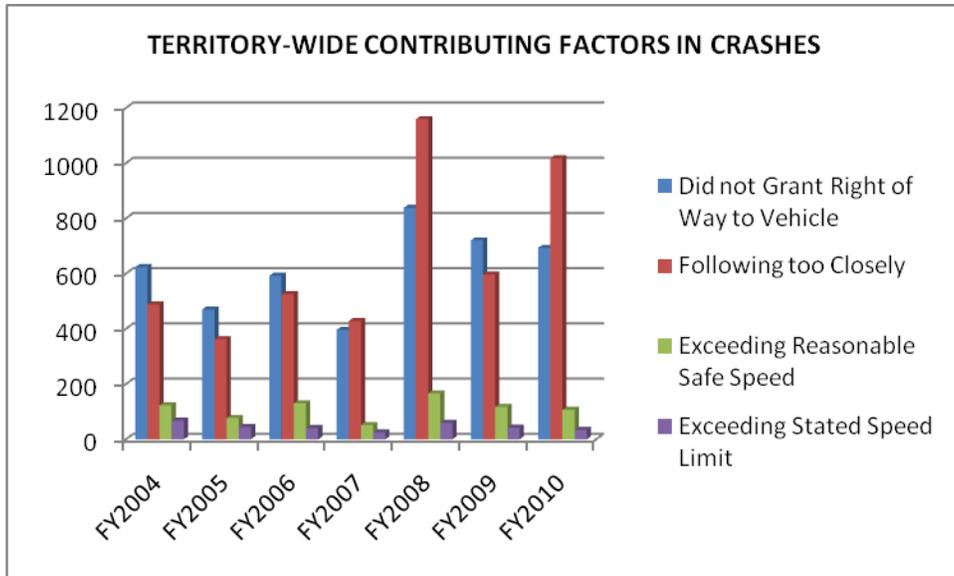
As in both the STT/STJ and STX Districts the number of incidents of failure to grant right of way and following too closely remained to two most cited violations (figures 22 & 23).



(Figure 22: STT/STJ District Contributing Factors in Crashes FY 2004 through 2010)

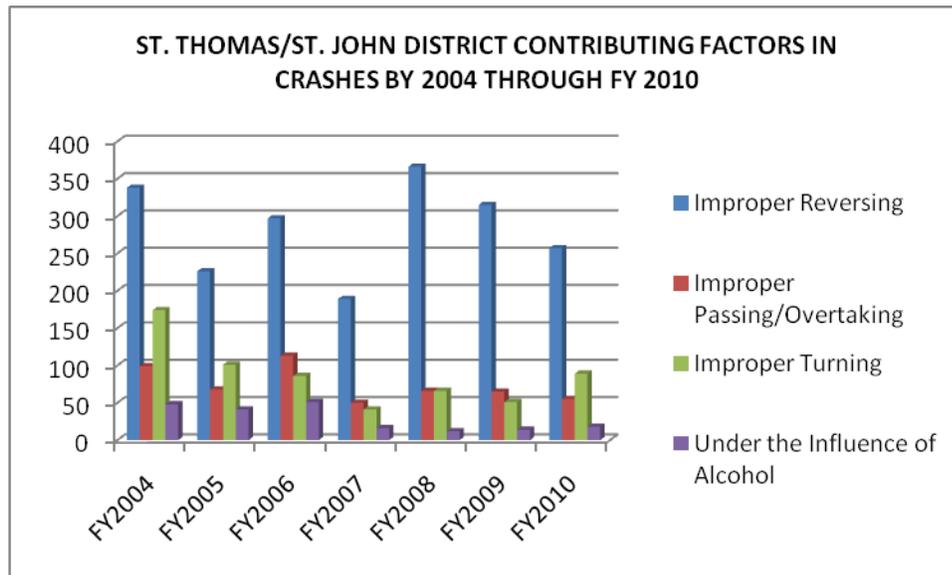


(Figure 23: STX District Contributing Factors in Crashes FY 2004 through 2010)

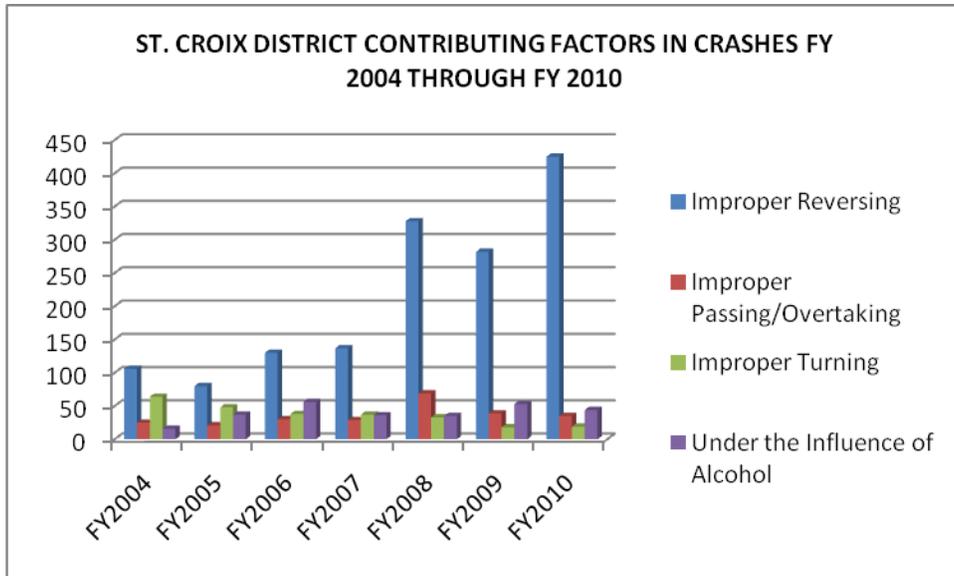


(Figure 24: Territory Contributing Factors in Crashes FY 2004 through 2010)

Following too closely and not granting the right of way to a vehicle continue to be two of the most cited violations throughout the territory in fiscal year 2010 (figure 24).

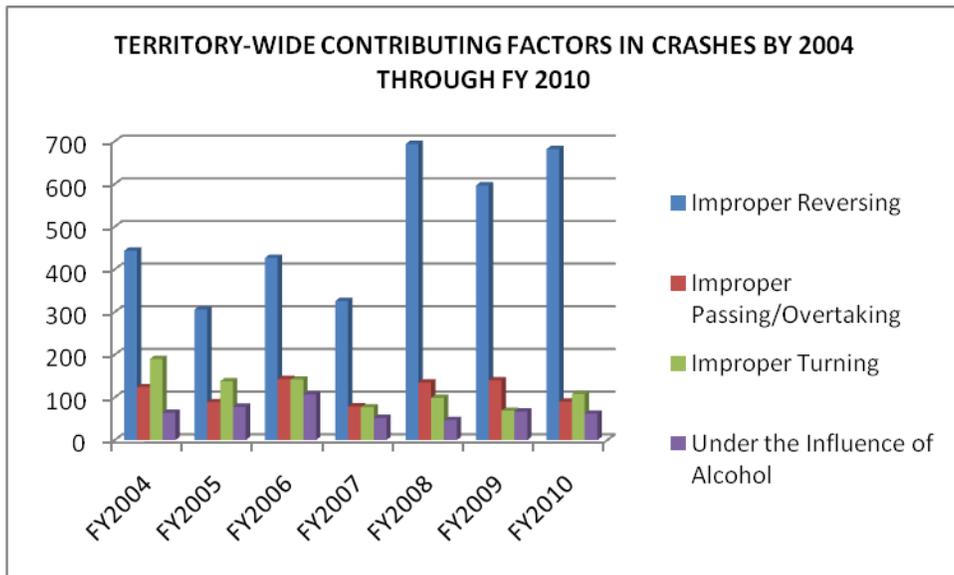


(Figure 25: STT/STJ District Contributing Factors in Crashes FY 2004 through 2010)



(Figure 26: STX District Contributing Factors in Crashes FY 2004 through 2010)

Improper reversing continues to be one of the three highest violations cited in fiscal years 2004 through 2010 in both districts; as well as throughout the territory (see figures 25, 26, and 27).



(Figure 27: Territory Wide Contributing Factors in Crashes FY 2004 through 2010)

QUARTER-BY-QUARTER VIOLATION COMPARISONS (FY 2009- FY 2010)

Overall the STT/STJ District issued the highest number of citations in the 3rd and 4th quarters of fiscal year 2010; as well as for the entire fiscal year (see table 8).

Table 8. Quarterly Violation Comparisons

1 ST QUARTER VIOLATIONS OCT 09 – DEC 09	ST. THOMAS/ST. JOHN DISTRICT	ST. CROIX DISTRICT	TERRITORY-WIDE
Traffic Tickets - Moving	1,244	3,615	4,845
Traffic Tickets – Parked	1,143	235	1,378
Total	2,387	3,850	6,223

2 ND QUARTER VIOLATIONS JAN 10 – MAR 10	ST. THOMAS/ST. JOHN DISTRICT	ST. CROIX DISTRICT	TERRITORY-WIDE
Traffic Tickets - Moving	1,533	2,038	3,571
Traffic Tickets – Parked	847	152	999
Total	2,380	2,190	4,570

3 RD QUARTER VIOLATIONS APR 10 – JUN 10	ST. THOMAS/ST. JOHN DISTRICT	ST. CROIX DISTRICT	TERRITORY-WIDE
Traffic Tickets – Moving	2,178	1,159	3,337
Traffic Tickets – Parked	726	149	1,095
Total	2,904	1,308	4,432

4 th QUARTER VIOLATIONS JUL 10 – SEP 10	ST. THOMAS/ST. JOHN DISTRICT	ST. CROIX DISTRICT	TERRITORY-WIDE
Traffic Tickets – Moving	2,135	2,340	4,475
Traffic Tickets – Parked	726	31	757
Total	2,861	2,371	5,232

TOTAL VIOLATIONS	ST. THOMAS/ST. JOHN DISTRICT	ST. CROIX DISTRICT	TERRITORY-WIDE
Total	10,532	9,719	20,457

STATE CERTIFICATIONS

Revised 8/25

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- **National law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash drawdown will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683,

and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(49 CFR PART 29 SUB-PART F):

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b) Establishing a drug-free awareness program to inform employees about:
 - a. The dangers of drug abuse in the workplace.
 - b. The grantee's policy of maintaining a drug-free workplace.
 - c. Any available drug counseling, rehabilitation, and employee assistance programs.
 - d. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - a. Abide by the terms of the statement.
 - b. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted –
 - a. Taking appropriate personnel action against such an employee, up to and including termination.
 - b. Requiring such employee to participate satisfactorily in drug abuse assistance or rehabilitation program approved for such purposes by a federal, State, or local health, law enforcement, or other appropriate agency.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT).

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, sub-grants, and contracts under grant, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms COVERED TRANSACTION, DEBARRED, SUSPENDED, INELIGIBLE, LOWER TIER COVERED TRANSACTION, PARTICIPANT, PERSON, PRIMARY COVERED TRANSACTION,

PRINCIPAL, PROPOSAL, AND VOLUNTARILY EXCLUDED, as used in this clause, have the meaning set out in the definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER
RESPONSIBILITY MATTERS-PRIMARY COVERED TRANSACTIONS**

- (1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public

transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to whom this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms COVERED TRANSACTION, DEBARRED, SUSPENDED, INELIGIBLE, LOWER TIER COVERED TRANSACTION, PARTICIPANT, PERSON, PRIMARY COVERED TRANSACTION, PRINCIPAL, PROPOSAL, AND VOLUNTARILY EXCLUDED, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION -- LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 08's highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Governor's Representative for Highway Safety

December 1, 2010

Date

APPENDIX ONE – VIRGIN ISLANDS PROGRAM FISCAL REVIEW

PROJECT	OBLIGATED		FUNDS CLAIMED	REPRO-GRAMMED	REVISED OBLIGATION	PROJECT BALANCE
	402	LOCAL				
Planning and Administration	\$100,000.00	\$0	\$30,916.02	\$69,083.98	\$30,916.02	\$0
Alcohol Involvement	\$400,000.00	\$0	\$143,001.45	\$256,998.55	\$143,001.45	\$0
Occupant Protection	\$262,888.61	\$0	\$60,671.71	\$200,559.31	\$60,671.71	\$0
Pedestrian Safety	\$40,000.00	\$0	\$10,432.16	\$29,567.84	\$10,432.16	\$0
Police Traffic Services	\$650,000.00	\$0	\$399,971.36	\$250,028.64	\$399,971.36	\$0
Youth Alcohol	\$76,000.00	\$0	\$33,395.75	\$42,604.25	\$33,395.75	\$0
408 DATA PROGRAM		\$0				\$0
Traffic Records	\$1,334,298.68	\$0	\$0	\$1,334,298.68	\$0	\$0
405 OP (K2)		\$0				\$0
OP Enforcement (K2)	\$208,575.50	\$0	\$138,020.48	\$70,555.02	\$138,020.48	\$0
406 PROGRAM		\$0				\$0
Safety Belts Paid Media	\$30,872.89	\$0	\$8,224.22	\$22,648.67	\$8,224.22	\$0
K4-Occupant Protection	\$54,881.40	\$0	\$57,148.73	\$29,350.41	\$57,148.73	\$0
Speed Enforcement	\$170,488.17	\$0	\$0	\$170,488.17	\$0	\$0
Traffic Records	\$154,182.09	\$0	\$146,760.63	\$7,421.46	\$146,760.63	\$0
GRAND TOTAL	\$2,932,187.34	\$0	\$1,028,542.51	\$2,483,604.98	\$1,028,542.51	\$0

CONTACT INFORMATION

VIOHS team members can be reached at:

Office of Highway Safety
Virgin Islands Police Department
#1 Estate Diamond
St. Croix, USVI 00840
(340) 772-3025 (Phone)
(340) 772-2626 (Fax)

Administrator – Ms. Barbara Jackson McIntosh
Barbara.mcintosh@vipd.gov.vi

Clerk Typist – Ms. Agnes Wallace
Agnes.wallace@vipd.gov.vi

SafetyNet Coordinator – Mr. Kareem Christian
Kareem.christian@vipd.gov.vi

Traffic Records Coordinator – Ms. Kieran Isidore
Kieran.isidore@vipd.gov.vi

Occupant Protection Program Coordinator – Ms. Leslie Dickenson
Leslie.dickenson@vipd.gov.vi

Alcohol Coordinator – Ms. Barbara Flemming
Barbara.flemming@vipd.gov.vi

Motor Carrier Safety Assistance Program – Vacant

Financial Manager – Vacant

Statistical Clerk - Vacant