

UNITED STATES VIRGIN ISLANDS  
HIGHWAY SAFETY PLAN FISCAL YEAR 2012

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## Introduction

### History and purpose of the Highway Safety Performance Plan (HSPP)

The HSPP is required by the U.S. Department of Transportation (U.S. DOT), NHTSA regulations. The HSPP consists of four major sections: Performance Plan, Highway Safety Plan (HSP), certifications and assurances and HS Form 217 Cost Summary.

The Performance Plan describes the processes used to identify The Virgin Islands traffic safety problems and to propose the projects and activities The Virgin Islands will implement projects to meet performance goals. It also includes performance measures for each goal to track progress from a baseline toward meeting the goal by the specified target date. Additionally, the HSP describes the grant funded projects and activities that The Virgin Islands will undertake to reach the goals identified in the Performance Plan.

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## Territory of the US Virgin Islands Highway Safety Office

Governor	John P. deJongh, Jr.
Governor's Highway Representative	Raymond Hyndman Acting Police Commissioner
Highway Safety Administrator	Meridith Nielsen
Highway Safety Program Coordinators	
Traffic Record Program	Kieran Isidore
Safety Occupancy	Leslie Dickenson
Alcohol Program	Barbara Flemming
Administrative Staff	Agnes Wallace
Location of Highway	Virgin Islands Police Department Office of Highway Safety #1 Estate Diamond Frederiksted, St. Croix USVI,00840
Contact Information:	Phone number: 340-772-3025

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## Mission Statement

The Office of Highway Safety is committed to developing and implementing a comprehensive strategy aimed at reducing traffic crashes, injuries, and saving lives on our roads and highways.

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## Delegation of Authority and Organizational Staffing

### Virgin Islands Office of Highway Safety

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 Virgin Islands Police Department, 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 conducts the day-to-day Coordination of the staff and the programs. The Virgin Islands highway safety program is facilitated by the VIOHS staff and supported by the National Highway Traffic Safety Administration formula and incentive funds as well as local funds.

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.
- **Public Information and Education:** Includes development and coordination of media events and public awareness activities with emphasis on identified priority areas. The VIOHS staff coordinates monitors and report on program activities. The staff is divided among four main priority areas- traffic records, occupant protection, alcohol and motor carrier safety which are supported by FMCSA. Other program areas are assigned to the staff by the Administrator.

Brief descriptions of each position of Virgin Islands Highway Safety Office are as follows:

**Governor's Highway Safety Representative:** The Commissioner of the Virgin Islands Police Department serves as the Governor's Highway Safety Representative.

**Highway Safety Administrator:** Responsible for providing agency oversight of the Virgin Islands Highway Safety Program.

**Traffic Records Program Coordinator:** Responsibilities include managing, implementing and directing the statewide traffic records data system, crash data management and analysis, strategic highway safety planning, FARS coding and analysis, and serving as the coordinator for the state traffic records committee.

**Alcohol Program Coordinator:** Responsibilities include managing Impaired Driving Enforcement, Youth Alcohol, Police Traffic Service Program, Older Driver Traffic Safety Program, and Teen Aggressive & Distraction Driver Safety Program. The coordinator will continue to develop and facilitate public information and educational projects with the local AARP chapter, and create a task force with the various certified driving school instructors to address issues related to teen driving habits and safety measures.

**Occupant Protection Program:** Management include the coordination of activities, certification training and projects that promote the usage of restraint system and the enforcement of the same. Also develop and facilitation of public information and education projects.

**Administrative Assistant:** Responsible for administrative duties for the Highway Safety Office

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## Executive Summary

Every year the Virgin Islands Office of Highway Safety develops a comprehensive Highway Safety Plan (HSP) that reflects the goals to reduce traffic crashes, injuries and fatalities on our roadways. Over the years, the success of HSP was the result of strong partners such as elected officials, governmental agencies, private sector partners, nonprofit organizations and dedicated citizens in the Virgin Islands; who assisted in program planning and implementation. While our past effort have identify some success, our goal is to improve our performance, i.e., to reduce traffic crashes, and injuries and to save lives through a more effective administration of traffic safety programs.

The Virgin Islands Office of Highway Safety will begin in 2011 and continue into 2012 and beyond, its relationships with Association American Retire People (AARP) and develop a stronger partnership for educational purposes in an effort to protect and educate our driving senior citizens. According to the latest census they are growing number of senior citizens throughout the nation and in the territory. It is estimated that older drivers (defined as people 65 and older) represent a significant and increasing proportion of drivers in the Virgin Islands.

With the existing reality of longer living seniors and the increase in renewal of license, it is essential that a screening and assessment tools in the right hands of professionals from the health community who has the expertise to detect the presence of possible indicator of increase crash risk, i.e., whether an individual can quickly and accurately move his/her feet from an accelerator to a brake or slowness because of diabetes, arthritis and or muscle weakness. The assessment and screening will serve as a counter-measure to prevent crashes and fatality to our driving seniors who may be at risk. In 2009 there were 1,670,00 renewed license issued to senior citizens. In 2010 there was 2,4710. This is an increase of 8010 of seniors that are legally driving on our highways. The data was collected the Virgin Islands Bureau of Motor Vehicle.

VIOHS measurable milestones will include the participation of the Virgin Islands Bureau of Motor Vehicle MSI Data /record support department who will provide the data to assess/review of the number of renewed registration based on age beginning in 2012 thru 2013; number of registration issued to seniors who have never register previously, number of seniors who participated in the assessment and screening process; number of seniors who should not be in possession of a valid Virgin Islands or mainland drivers license and the number of seniors based on the professional assessment and the number of seniors who are determined not to relinquish their license in spite of consultation with relatives and /or guidance and the number of citizens who relinquish their license.

VIOHS will utilized the media, and present articles to be placed in AAPA news letter about the pitfalls of driving based on the physical condition of senior citizens including their agility to perform certain maneuvers. VIOHS will be a strong advocate for the services of the medical professionals and other professionals to make presentation at AARP meetings. In addition, rely one seniors citizens who have relinquish their license to participate in media spots and utilize the faith based groups and churches to use the “bully pulpit to advocate the important of seniors drivers to be screen for agility and other issues that may place them in harm’s way on our roads and highways.

VIOHS research has also revealed that there is an increase in the number of students that consume alcohol. The data collect by the Office of Highway Safety during its Alcohol Awareness month that include 2009, 2010 2011 revealed that in (2009 37 students did consume 760 did not. In 2010, 37 consume 76 did not. In 2011 173 consume, 183 did not. The number of consumption is relatively high among students mean while there is an increase in the number of teens that are driving on our highways. Couple with the increase of driver’s license awarded to students with the increase in alcohol consumption, certain unacceptable behavior “behind the wheel”, will increase the probability factors that will contribute to teen–related crashes and an increase in traffic infractions i.e. speeding and reckless driver etc. Research also shows that behavior contribute to teen related crashes in addition to inexperience and immaturity combine with speed, drinking

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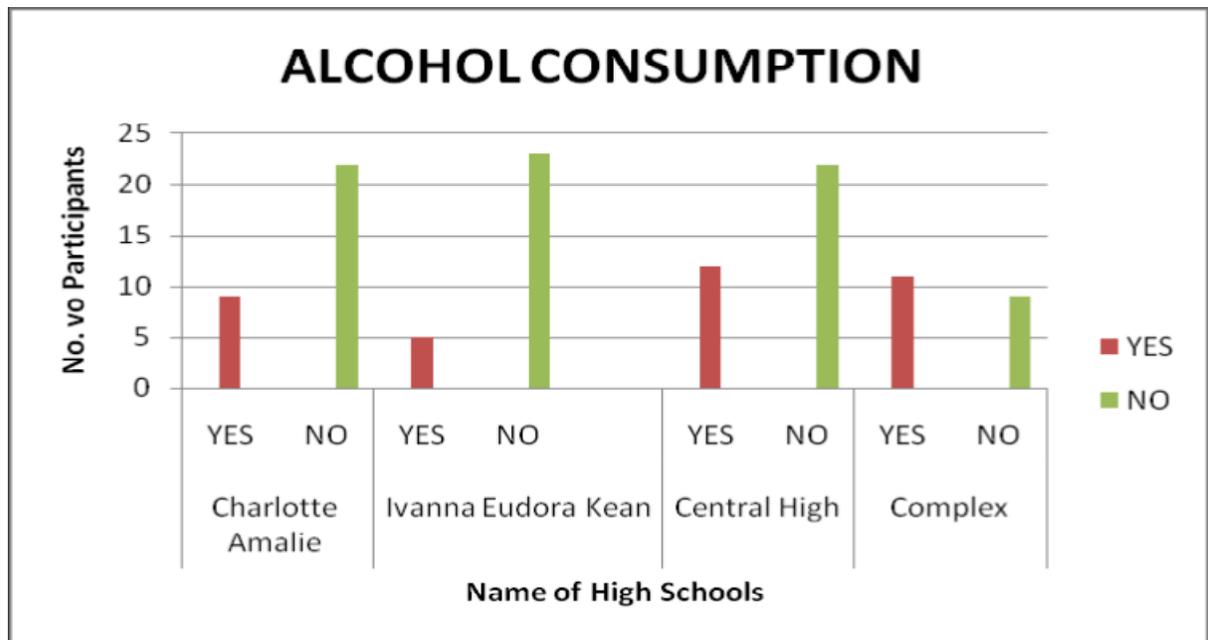
and driving, not wearing seat belts, distractions such as loud music, texting while driving and drug use aggravate this problem.

While there may be some accepted “social norms” e.g. drinking age at 18 compare to 21 on the mainland, the relatively lower cost of alcohol, the open bottle/container laws, suggest drinking at an early age is not only physically unhealthy but also emotionally damaging.

In terms of seat belt use, according to VI police, teens buckle up far less than adults do. Despite efforts aimed at increasing belt use among teens, in spite of OHS vigorous media blitz regarding the use of seat belt observation by law enforcement have attest that seat belt use among teens and young adult (16-24) years old is the lowest of any age. Either seat belts are not being strapped incorrectly or not being used at all. me With creative materials and media information such as “Buckle Up” “Click it or Ticket campaign that would focus primarily toward teen, coupled with information and educational projects in our high schools with the support of our local certified driving instructors, emphasizing to students that distracting and aggressive driving can lead to the gradual causes of teen crashes that are fatalities or cause serious injuries is an important set toward crashes and fatalities.

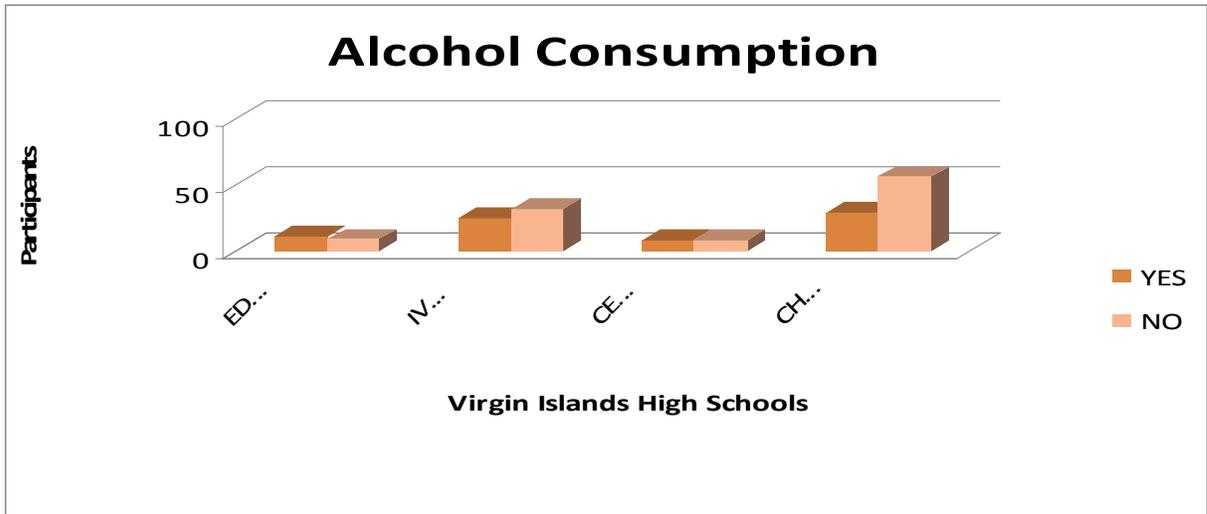
The VIOHS will request from NHTSA a state-wide assessment of the Virgin Islands driver education programs based on the national driver education administrative standards. We will request technical assistance to analyze and make recommendations to improve the driver education program in the Virgin Islands. The participating partners in this initiative will be the Virgin Islands Bureau of Motor Vehicle public and private schools, the private sector driving schools, and Student Against Destructive Decision (SADD). VIOH has already develop a relationship with two (2) Department of Justice projects, SADD and Enforcing Underage drinking laws (EUDL) These programs have initiated programs and measures to address distracting and aggressive driving by teens. The “near miss” blaming another driver is increasing and has become unacceptable to law enforcement.

Figure 1



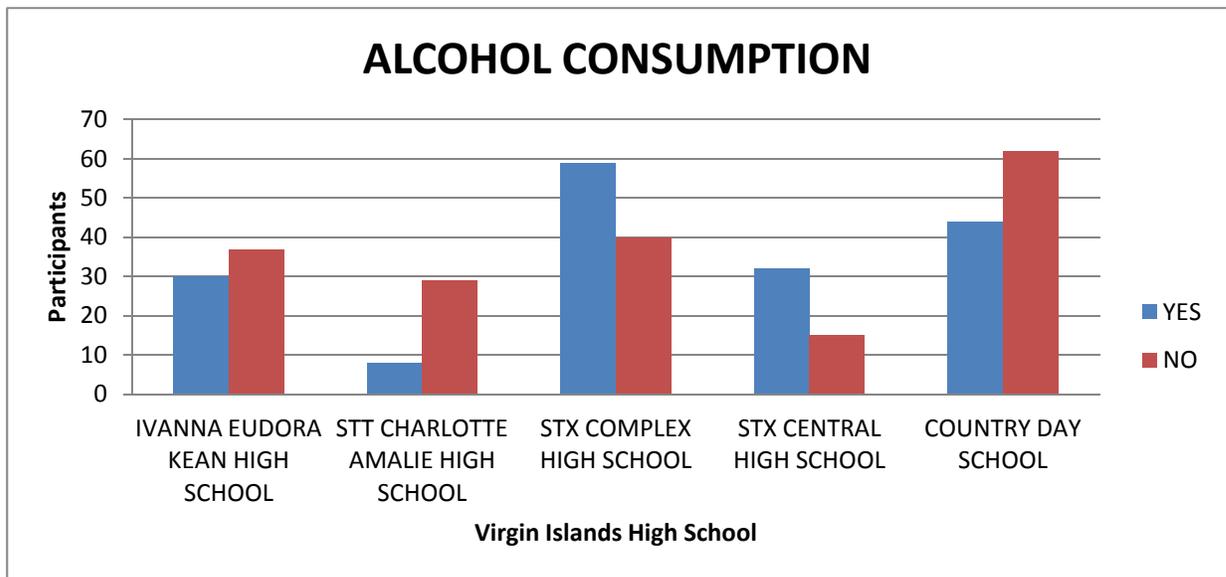
2009 YES=37 NO =76

Figure 2



2010 YES =73 NO=105

Figure 3



2011 YES =173 NO=183

Figure 4

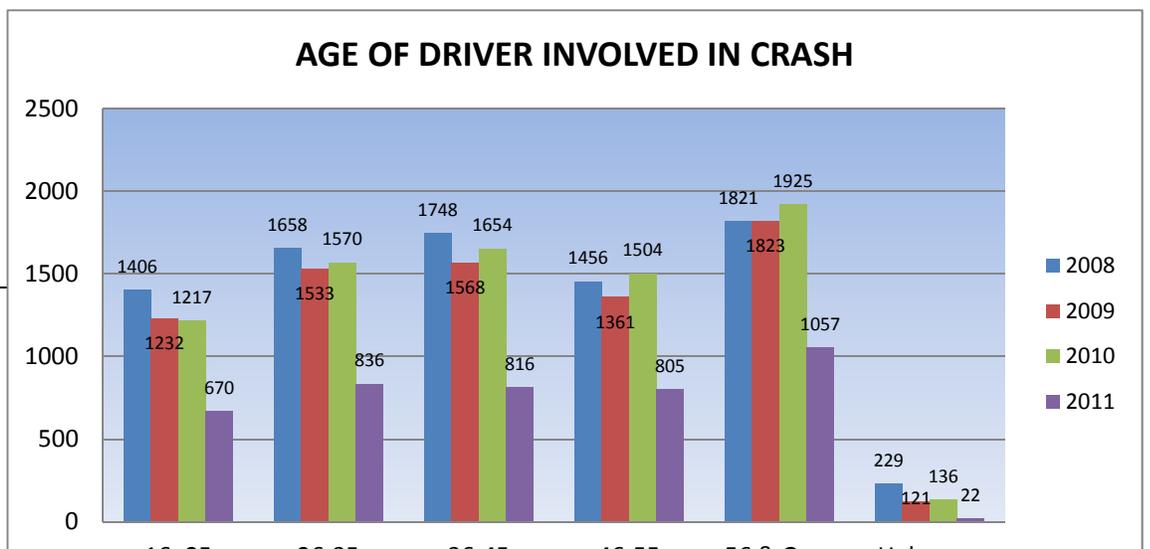
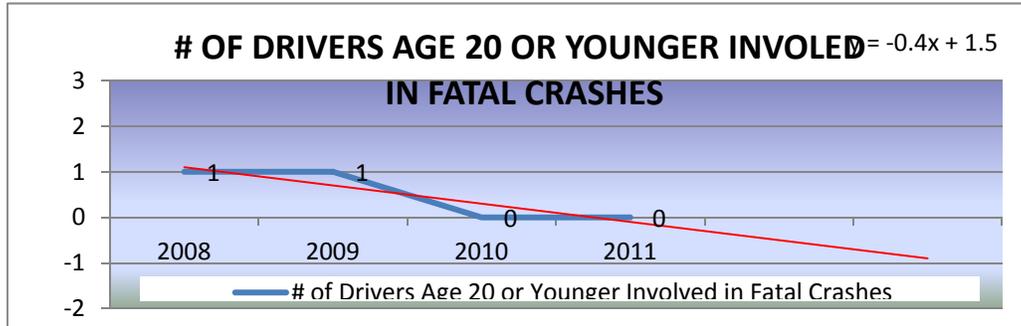


Figure 4 shows the age of drivers involved in crashes. In 2008, 1406 drivers were ages 16-25, 1658 ages 26-35, 1748 ages 36-45, 1456 ages 46-55, 1821 ages 56 & over, and 229 were unknown. In 2009, 1232 drivers were ages 16-25, 1533 ages 26-35, 1568 ages 36-45, 1361 ages 46-55, 1823 ages 56 & over, and 121 were unknown. In 2010, 1217 drivers were ages 16-25, 1570 ages 26-35, 1654 ages 36-45, 1504 ages 46-55, 1925 ages 56 over, and 136 were unknown. In 2011, 670 drivers were ages 16-25, 836 ages 26-35, 816 ages 36-45, 805 ages 46-55, 1057 ages 56 over, and 22 were unknown.

Figure 5 shows the number of drivers age 20 or younger involved in fatal crashes



The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) provides States and territories a method to continue building and improving their highway safety system. The Virgin Islands has utilized the grant funding provided by SAFETEA-LU to establish new and innovative programs that enhances our overall highway safety program. One of our most noteworthy enhancements is the territory's electronic capturing of crash data, and the development of the framework to electronically capture citation data from the field to adjudication. We will, through a systematic, cooperative, statewide effort, continue to build upon the success we have achieved in striving for the most effective and efficient highway safety program.

Over the past four (4) calendar years traffic crashes have show some inconsistencies; consistencies in terms, e.g., decreases and some increases since 2008. The chart below is an illustration of traffic events from 2008 thru 2011.

**VIRGIN ISLANDS – CRASHES, INJURIES, FATALTIES, CAR SEAT & SEATBELT CITATIONS, AND DRIVING UNDER THE INFLUENCE DATA BY CALENDAR YEAR**

YEAR	2008	2009	2010	***2011
<b>TOTAL CRASHES</b>	5140	4570	5571	2602
<b>TOTAL INJURIES</b>	1150	1130	1138	639
<b>TOTAL FATALITIES</b>	18	16	11	5
<b>TOTAL FATAL CRASHES</b>	17	16	10	5
<b>PEDESTRIAN FATATALITES</b>	3	5	6	2
	0	0	1	0

<b>BICYCLE FATALITIES</b>				
<b>MOTORCYCLE FATALITIES</b>	3	2	1	0
<b>SEATBELT CITATIONS</b>	1791	3063	2196	
<b>CAR SEAT CITATIONS</b>	86	61	82	
<b>DUI RELATED CRASHES</b>	56	62	67	75
<b>DUI RELATED INJURIES</b>	31	48	37	43
<b>DUI RELATED FATALITIES</b>	2	2	0	0
<b>IMPAIRED DRIVING ARRESTS</b>	125	151	169	55
<b>SEATBELT USAGE RATE</b>	83.8	85.8	87.5	-

*\*\*\* The figures for 2011 include January 1, 2011 to June 30, 2011.*

*Sources: 2008 - 2010 crashes and injuries amount were obtained from the accident crash report. Additionally, the 2008/2009 total crashes for St. Thomas/St. John were obtained from data received from the Traffic Bureau and Records Division.*

*Note: The first seatbelt survey was conducted in 2005.*

In CY 2009 traffic crashes were reduced to 4570 a reduction from 2008 and an increase in 2010 crashes. It is anticipated that by the end of the fiscal year 2011 the number of crashes would have decreased to reduce based a pattern and analysis of the last 4 years.

Pedestrian fatalities were the highest fatality category in 2010. In calendar year 2010 the seatbelt usage rate was 87.5%. It is anticipated that upon the completion of the seatbelt usage rate survey in 2011 that there will be a significant increase in the usage rate in the territory. The sharp decrease in crashes, fatalities and injuries are as a result of the hard work and dedication of the Virgin Islands traffic Safety partners, especially the law enforcement community.

This plan also defines how the Virgin Islands will utilize federal 402 highway safety funds and includes an explanation of our total traffic safety efforts. The programs and activities in this plan outlines and activate the efforts designed to meet our goal, by expanding on many of the activities and efforts conducted in

As part of their joint effort to develop Traffic Safety Performance Measures for States and Federal Agencies, a GHSA and NHTSA working group will identified a set of questions that could be used in periodic surveys that track driver attitudes and awareness concerning impaired driving, seat belt use, and speeding issues. The results of the US Virgin Islands survey that will be conducted in September 2012 and will be reported in a separate document and in the 2012 highway safety plan evaluation.

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## Problem Identification Process and Data Sources

In order to determine the traffic fatality and injury trends, as well as an overall analysis of traffic safety in the Virgin Islands, the crash data from the preceding years are collected and analyzed. VIOHS utilizes the Virgin Islands Police Department Traffic Crash Database (Report beam), data from the Superior Court of the Virgin Islands as well as data from the Department of Health EMS database (EMS Charts) and data from the Department of Justice Office of the Attorney General. All of these systems compile data submitted to their respective agencies from Report beam and is available for analysis at any given point in time. The different databases are also used to cross reference the information to ensure that the results are accurate.

Data from Report beam can generate over 100 different kinds of report to include the number of traffic crashes investigated, number of fatalities and fatality rate, number injured, number and type of vehicles involved, sex and age of drivers and passengers and contributing factors of the crashes. Analysis of this data allows law enforcement and other safety partners to focus on enforcement and educational efforts on specific areas concern.

1) The problem identification process is as follows:

- Collection and analysis of traffic crash data – The Virgin Islands Highway Safety Office compares prior year HSP data with current year data. From that data, along with additional information, we determine which goals need to be set or remain the same.

- The Virgin Islands Highway Safety Office, in conjunction with the Virgin Islands Police Department along with our partner agencies, utilizes specific locality data/problem identification along with other Virgin Islands data, to plan and implement statewide programs to address our highway safety issues including enforcement and awareness campaigns.

2) Project/activities are selected and developed as follows:

- Local input and solutions are processed from various agency sources and the Department of Public Works, when applicable, and the affected sub-grantee agency. This network of cooperation is utilized so that we can be assured that all possible solutions are proposed or exhausted which will lead to the proper application of countermeasures.

3) The following criteria are utilized in the selection of projects and activities:

- Projects that identify problems by High Emphasis Communities. High Emphasis Communities are determined using the following methodology: (1) communities and areas in the Virgin Islands are ranked in terms of their crash severity problem (2) crashes are then ranked according to their contributing factors and (3) fatalities by number, type and location.
- Projects that support territory-wide goals.
- Projects that creatively incorporate “alcohol awareness and occupant protection safety”.
- Projects that are geared to protect young people and the elderly
- Projects from governmental agencies and nonprofit organization that have territory-wide significance and address the federal program areas under the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

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## The Goal Setting Process

### Performance Goals and Trends

Goal: Fatalities

To decrease traffic fatalities by 20% from the 2008-20010 calendar base year average of 21 to 6 by December 31, 2012.

Fatality Trend

Figure6

3A

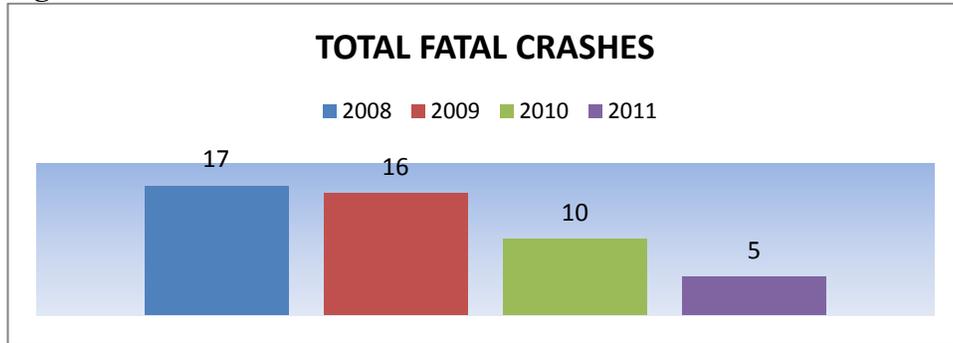
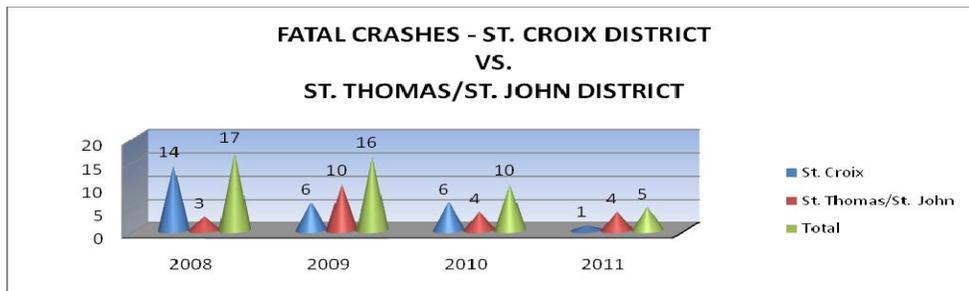


Figure 6 shows the total fatal crashes for the Virgin Islands from 2008 to 2011. There were 17 fatal crashes in 2008, 16 in 2009, 10 in 2010 and 5 in 2011.

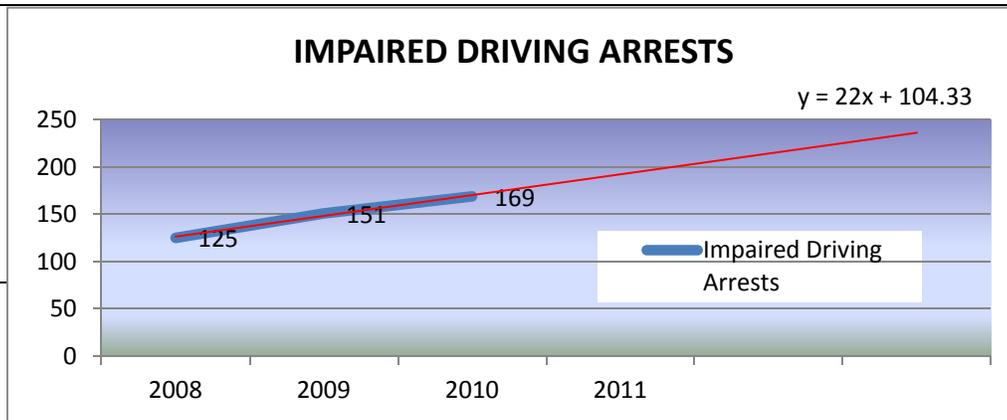
Figure 7



Goal: Fatalities Impaired Driving

To decrease alcohol impaired fatalities from the 2007-2009 base year average of 1 to 0 by December 2011.

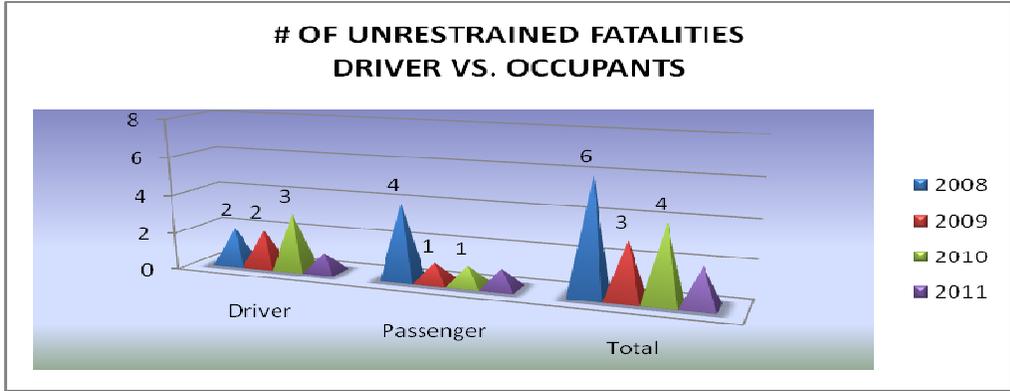
Figure 8



**Goal: Unrestrained Fatalities**

To decrease the number of unrestrained fatalities from the 2007-2009 calendar base year average of 5 to 4 by December 31, 2012.

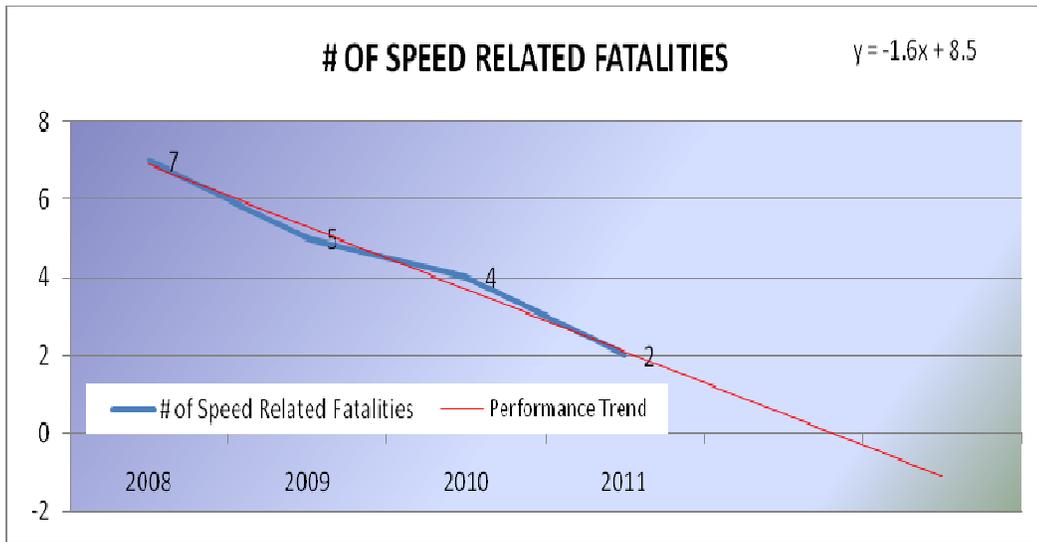
Figure 9



**Goal: Speeding-Related Fatalities**

To decrease the number of speed related fatalities from the 2007-2009 calendar base year average of 5 to 3 by December 31, 2012.

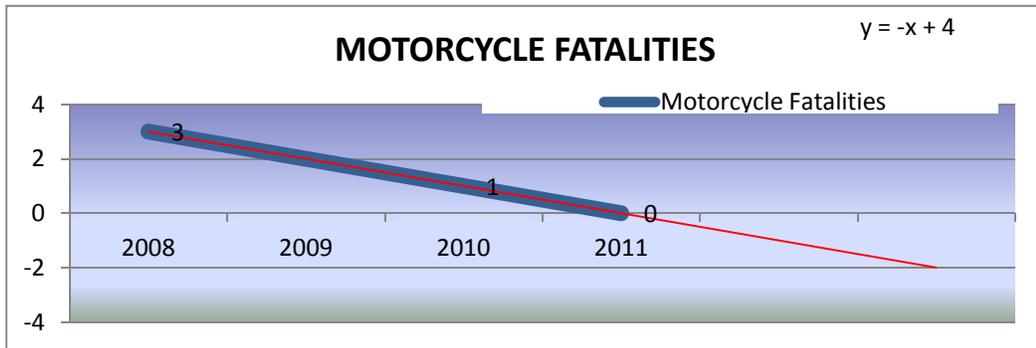
Figure 10



Goal: Motorcyclist Fatalities

To decrease Motorcycle Fatalities to 0% from the 2007-2009 calendar base year average of 2 to 0, by December 31, 2012.

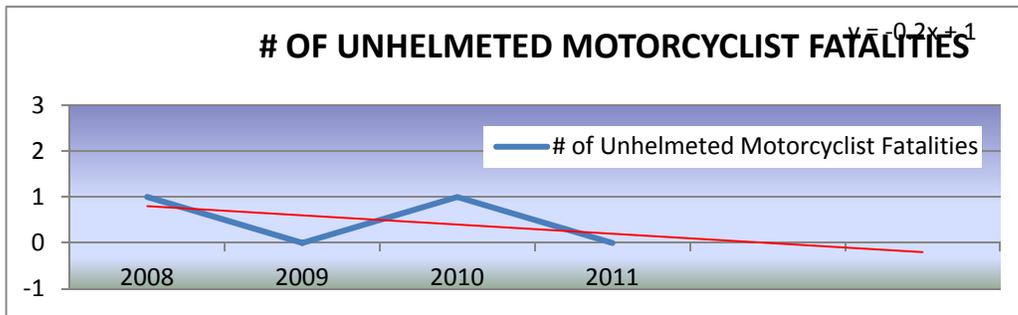
Figure 11



Goal: Unhelmeted Motorcyclists

To maintain the number of unhelmeted Motorcyclists Fatalities at 0 based on the baseline calendar year 2007-2009 average of 0, by December 2012.

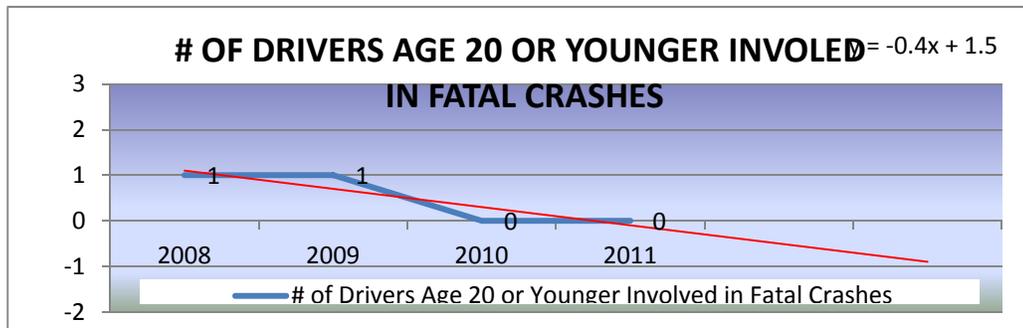
Figure 12



Goal: Drivers 20 or Under

To decrease the number of drivers age 20 and under that involved in Fatalities to 0, from the baseline calendar year 2007-2009 total of 2, by December 2012.

Figure 13



Goal: Pedestrian Fatalities

To decrease the pedestrian fatalities to 1 from the 2007-2009 calendar base year average of 3, by December 2012.

Figure 14

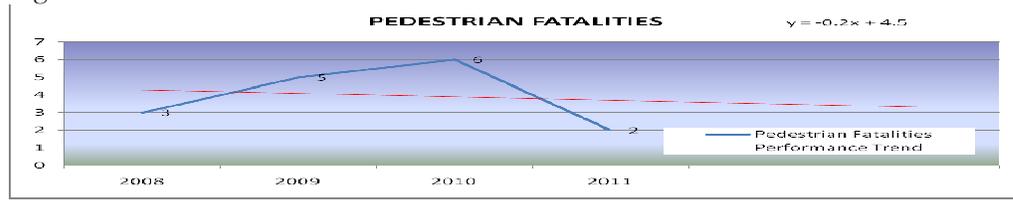
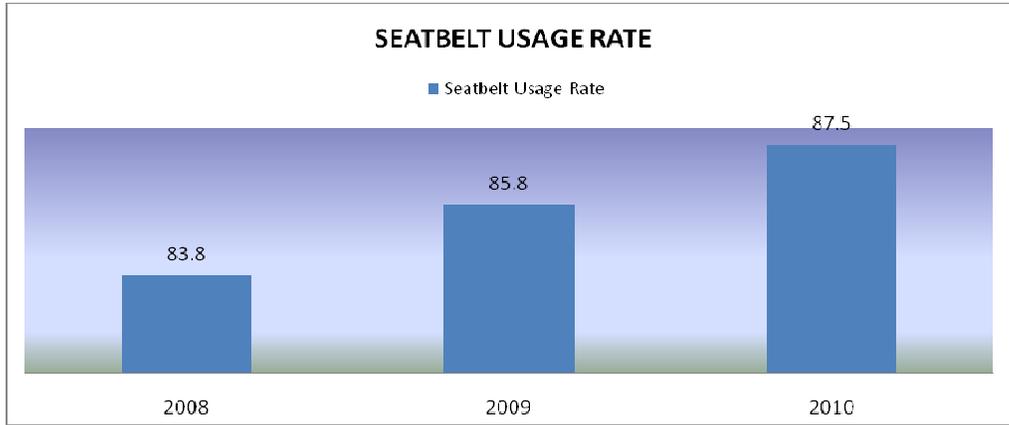


Figure 15



Goal: To increase seatbelt usage.

To increase the observed seatbelt usage rate of front seat occupants from 86% in 2009 to 88% in 2012.

Goal: Seat Belt Citations

To increase the number of seatbelt citations issued during grant funded enforcement activities by 20%, from the 2007-2009 calendar base year average of 2785 to 3342 by December 31, 2012.

Figure 16

**2011 Data Pending**

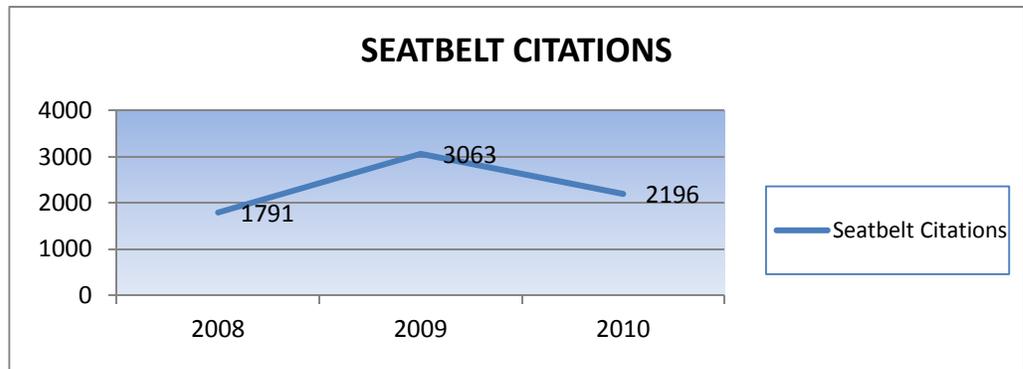
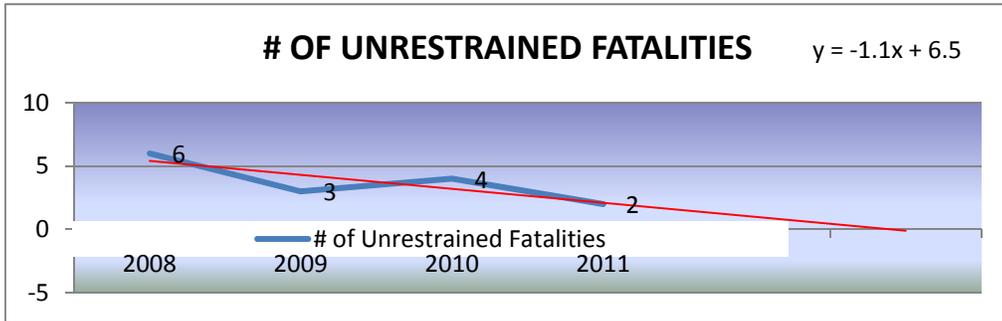


Figure 16 shows the total number of seatbelt citations for the Virgin Islands from 2008 to 2010. There were 1791 seatbelt citations in 2008, 3063 in 2009, and 2196 in 2010.

Figure 17



### Summary of Goals

For the FY 2012 funding period, the National Highway Traffic Safety Administration (NHTSA) and the Governor's Highway Safety Association (GHSA) have agreed on a minimum set of performance measures to be used by states and territories in the development and implementation of behavioral highway safety plans and programs. The minimum set of measures (14) covers the major areas common to the state highway safety plans and use existing data systems. The Virgin Islands (VI) have set goals for these measures using existing local data along with data from the Fatality Analysis Reporting System (FARS). The first priority area is traffic records data improvement, and the e-citation project. The Virgin Islands will strive to ensure that traffic records data are available captured real-time, and are accurate and accessible to traffic safety partners. Proper analysis of real-time data will allow the data users to make programmatic decisions such as the application of the appropriate countermeasures, to achieve the desired results. The e-citation project is to improve the timely processing and accuracy of citation and adjudication data. The following listing represents the VI's top priority traffic safety areas during FY 2012, funding these program areas would allow the VI to target those areas most at risk so that we can address the critical safety issues in the territory, and the Planning and Administration of the safety programs

#### PRIORITY PROGRAM AREAS

- 1 Alcohol Program
- 2 Police Traffic Service
- 3 Occupant Protection
- 4 Traffic Data Program
- 5 Motorcycle Safety
- 6 Speed Management
- 7 Planning and Administration Police Traffic Services

An overall goal has been established for the VI's highway safety program for FY 2012 and several objectives have also been identified as being critical to the program's success.

#### Overall Program Goal

To significantly reduce motor-vehicle related crashes, thereby reducing the fatalities, injuries, and resulting property damage.

#### Overall Program Objectives

- To decrease the total number of crashes by 20% by December 2012.
- To decrease traffic fatalities 40% by December 31, 2012.
- To decrease the total number of injuries by 60% by December 31, 2012.

## The Highway Safety Planning Process

### PROCESS DESCRIPTION

The 2012 Highway Safety Plan (HSP) is a coordinated program of strategies addressing the serious societal problems of property damage, injuries and fatalities resulting from traffic crashes. It identifies programs and projects that have been designed to mitigate the traffic crash problem. Each year the Virgin Islands Office of Highway Safety (VIOHS) prepares a Highway Safety Plan (HSP) that describes the projects recommended for funding for the federal fiscal year (October 1, to September 30). For the most part, the projects presented in the FY-2012 HSP, are continuation projects from the prior year with two deletions and replaced by two new initiatives.

The process of developing the HSP begins early in the calendar year proceeding the federal fiscal year. The HSP development process consists of a number of stages:

- Problem identification
- Planning to select and prioritize goals, objectives and performance measures
- Participation from traffic safety related partners
- Development of funding priorities
- Issuance of Grant Application Announcement for grant funding of programs
- Review, negotiation and approval of grant agreements
- Implementation

The initial planning meetings were attended by VIOHS staff. Their involvement was for the sole purpose to year previous comments and prior activities. VIOHS staff then works with and incorporates information from meetings with inter-agency groups, government agencies e.g., Virgin Islands Police, The Bureau of Motor Vehicles, the Department of Public Works the Superior Court of the Virgin Islands, AARP and community coalitions. Additionally, statistical information was gathered and analyzed to identify behavioral trends from Speed Enforcement Campaigns, DUI initiatives, Traffic Records Coordinating Committee (TRCC), and various local planning meetings.

All projects continuing into the next fiscal year are identified and initial funding estimates are developed. Appropriate highway safety staff members review the proposals submitted by stakeholders. The problem identification process includes goals, performance measures and strategies. VIOHS staff analyzes traffic safety data and information available from the Police Department, and the Superior Court of the Virgin Islands. The data is used to identify emerging problem areas, as well as to verify the problem identification by the agencies that have submitted proposals for funding consideration.

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## HIGHWAY SAFETY PLAN

## ALCOHOL PROGRAM AREA

**Project Title: Impaired Driving Enforcement****Project Description**

This project includes alcohol related activities for presentation to various community groups, non profits and VI Division of mental health. The project will support the VI Police in conducting Driving While Impaired (DWUI), Police Traffic Services (PTS). Activities will be geared and targeted the prevention aspect of impaired driving as well as national activities including but not limited to the following; National Drunk and Driving (3D) Alcohol Awareness Month, Independence Day Holiday and National Mobilization for impaired Driving Enforcement

**Goal 1:** Increase DUI arrest to aid the removal of the DUI offenders from the roadways of the territory.

**Goal 2:** Educate the public about the danger of driving under the influence of alcohol, drugs and the consequences

**Goal 3:** To decrease the number of crashes and fatalities among teens

**Goal 4** Train selected officers on the DUI Instructors Course for teaching the Standardize Field Sobriety Test

**Objective 1:** To increase the arrest from 85 in FY 2011 to 104 in FY 2012 which is a 18% increase of DUI

**Activities:** Conduct initiatives to arrest DUI offenders.

Utilize officers from other divisions and other agencies to increase enforcement during initiatives.

Sobriety checkpoints conducted at pre-designed location during National and local DUI campaigns

**Performance Measures:** Number of DUI violators arrested  
 Number of DUI violators convicted  
 Number of man-hours utilize  
 Number of resources utilized

**Objective 2:** To assist in implementing a PI&E campaign that will inform the public of the risk of impaired driving an emphasize the risk of arrest and consequences for FY 2012

**Activities:** Coordinate public awareness activities (press release, press conferences, fliers, brochures, and banners.

**Performance Measures:** Amount and type of media utilize.

**Objective 3:** Have two (2) officers trained as DUI Instructor and two (2) for Drug Recognition Expert for FY 2012.

**Budget: \$300,000.00**

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**Project Title: Youth Alcohol****Project Description**

Funds will also be used to coordinate community organizations and businesses in terms of education/prevention methods and efforts about the dangers of underage drinking and driving and provide round table discussions group discussions, parental conference related to the use of alcohol products by minors. This project is preventative in nature with the intent of changing behavior.

**Goal 1:** To reduce the number of business that sell alcohol to minors.

**Objective:** To provide merchant education to 50% off all licensed business to prevent the direct sale of alcohol to minors by the end of FY 2012.

**Activities:** To distribute information to youth, families and vendors on danger of underage drinking.

Collaborate with consumers to have habitual vendors cited in violation of VI Code who sell to minors.

**Performance Measures:** Decrease in sales of alcohol/alcohol products to minors by vendors  
Number of vendors who request identification.

**Objective:** 30% of the vendors checked during compliance checks will ask for ID by the end of Sept 30, 2012.

**Objective:** 75% of vendors in Christiansted will not sell alcohol to minors by Sept 30, 2012  
25% of vendors in Frederiksted will not sell alcohol to minors by Sept 30, 2012

**Activities:** 1) Identify vendors who previously sold alcohol to minors in Christiansted.  
2) Conduct compliance checks to those vendors in Christiansted

**Performance Measures:** Number of stores who sold alcohol to minors from May-Sept 2012.  
Number of stores who did not sell alcohol to minors during Oct-Sept  
Number of stores who asked for ID from May-Sept 2012  
Number of stores who did not asked for ID Oct-Sept 2012

**Budget: \$25,000.00**

**Project Title: Alcohol Safety Program****Project Description:**

As a result of the concerns raised by the Virgin Islands communities in regards to alcohol-related crashes and arrests, the Alcohol Safety Program was implemented for the main purpose of disseminating information and educating the public about the dangers of drinking and driving. In order to bring about a change in this area of concerns, the program will pay the salary of an Alcohol Safety Coordinator that would manage and maintain all of its activities that emphasize prevention and intervention. The coordinator will also be responsible for planning and implementing new strategic plans, which are based on the overall mission and vision of the Office of Highway Safety in conjunction with the Uniform Guidelines for State Highway Safety Programs. The Alcohol Safety Coordinator will plan and conduct alcohol-related activities for presentations to various groups such as high-school students; and will collaborate on other youth projects with non-profit, community organizations such as the Division of Mental Health, Alcoholism and Drug Dependency and

Prevention Services. Education will be provided to individuals and groups in the community. The coordinator will become familiar with other services and resources in the community and collaborate with these in order to provide information and support when required. Further, information and education disseminated to the youth through public service announcements and high schools' presentations. Then, activities targeting the prevention of impaired driving will be planned and conducted according to the National Highway Traffic Safety Administration (NHTSA). A plan will be submitted a month before each activity. National activities include the following:

- National Drunk and Drugged Driving (3D) month, December 2011
- Alcohol Awareness Month – April 2012
- Independence Day Holiday Weekend Crackdown – July 2012
- National Mobilization for Impaired Driving Enforcement – August to September 2012

Local Activities include the following:

- Community events – December 2011
- Fetal Alcohol Syndrome presentation, Early Headstart – throughout Fiscal Year 2012
- Public and private High School presentations – throughout Fiscal Year 2012
- Participation at the Agriculture Fair – February 2012
- Participation at the Annual Youth and Teen Summits for underage drinking prevention, during Fiscal Year 2012
- Participation at other community events – during Fiscal Year 2012

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**Goal 1:**To monitor and give technical assistance to the Alcohol Safety Program grant projects in order to assure compliance with the applicable federal requirements, and that performance goals are being achieved.

**Objective 1:**To conduct ten (10) quarterly On-Site Monitoring by the end of Fiscal Year 2012, to evaluate the effectiveness and efficiency of the Alcohol projects, and to report the findings.

- Activities 1:**
- a) Coordinate scheduling for On-Site Monitoring.
  - b) Monitor projects as per guidelines set forth in NHTSA's policies.
  - c) Prepare monitoring reports.
  - d) Provide training and technical support as needed.

**Performance Measures 1.**

- a) Number of On-Site Monitoring conducted on each program every quarter in Fiscal Year 2012.
  - b) Number of reports generated as a result of On-Site Monitoring.
  - c) Number of reports analyzed.
  - d) Present results on reports based on federal guidelines and on the approved program plan.
-

**Goal 2:** a) To develop and implement a comprehensive Public Information and Education Campaign during 2012 in order to create more awareness on the dangers of drunk driving.

**Objective 2:** a) To conduct at least seven (7) impaired driving prevention presentations to the High Schools on St. Croix and on St. Thomas during Alcohol Awareness Month - April 2012.

b) To conduct year-round Public Information and Education within the Territory through National Mobilization Campaigns and other Local events and activities for Fiscal Year 2012.

**Activities 2:**

1. Develop schedules of activities based on new activities with police officers.
2. Distribute relevant information; and conduct Press Conferences and PSAs.
3. Order program-related pamphlets, brochures and giveaway items.
4. Work with personnel at Early Head Start program in providing information about Fetal Alcohol Syndrome (FAS) to pregnant women.
5. Coordinate with the Drive-In Soccer Club on walks for alcohol prevention.
6. Provide education about alcohol and operating a vehicle through other community presentations and workshops as necessary.
7. To collaborate with the media and advertising agencies on creating strong Public Service Announcements (PSAs) for Fiscal Year 2012.

**Activities 3:** 1. To work with the Public Information Officer, Ms. Melody Rames, in arranging Press Conferences and other media events for Fiscal Year 2012.

**Performance Measures 2.**

1. Prepare reports in reference to the accomplishments and or progress on the Alcohol Safety Program activities.
2. Analyze the implementation plans for the Public Information & Education Campaign for FY 2012.
3. Review limitations on activities after each scheduled event and modify according to federal policies.
4. Number of ongoing contacts with the high schools and Early Headstart.
5. Number of ongoing contacts with community agencies.
6. Number of Press Conferences and Public Service Announcements conducted.
7. Number of brochures and flyers distributed.

**Goal 3:** To provide technical support to project managers.

**Objective 3:** To advise project managers on policies and procedures concerning their projects; that is costs that are allowable and non-allowable during Fiscal Year 2012.

**Activities 3:** a) To assist all sub-grantees on their projects based on federal rules and regulations.

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- b) Check on progress of projects by making phone calls to and emailing project managers the necessary reminders.
- c) Set dates for meetings to discuss status of projects.
- d) Monitor projects and report any constraints or concerns.

**Performance Measures 3:**

- a) To give monthly reports on progress of projects.
- b) Number of visits or substantive contacts made with project managers.
- c) Number and type of technical support given.
- d) Number and type of reports generated and the findings of the reports based on training.

Budget \$100,000

Alcohol Program: Budget Summary

Project Number	Project Title	Budget	Budget Source
	Alcohol Enforcement (Impaired Driving)	\$300,000.00	402 Funds
	Youth Alcohol	\$ 50,000.00	402 Funds
	Alcohol Safety Program	\$100,000.00	402 Funds
<b>Total All funds</b>		\$425,000.00	



## POLICE TRAFFIC SERVICES PROGRAM AREA

**Project Title:** Teen Aggressive & Distractive Driving

### **Project Description**

VIOHS will use NHTSA funds to inform and educate Virgin Islands youths particularly ages 16-20 years old who are especially vulnerable to death and injury due to traffic crashes to be cognizant and practice safe driving. With the increase in alcohol consumption among high school students dating back to 2009 as is illustrated in the chart below, there is an incremental increase in consumption. Through public information media safe driving and messages targeted to those parents who think it is okay to host parties where underage drinking occurs or to supply alcohol to their teenagers and their friends will be actively engaging on a continuous bases. In addition, promote the proper use of seatbelts.

**Goal 1:** To educate young people who are given provisional license and driver's license with information, education regarding rules of the road and good driving habits that would prevention crashes and fatalities in 2012

**Goal 2:** Increase youth knowledge about the issues of underage drinking, aggressive driving, impaired driving and other destructive decision

**Objective:** To provide train the trainer to ten youth and driving instructors during the 2011-2012 school year.

**Activities:** Air PSA on radio television, and the printed news

Disseminate posters in High Schools on both islands

Disseminate students' information and giveaways promotional items

Host information sessions at all High Schools

**Performance Measures:** 1) Pre and Post test 2) Number of students reached

**Budget \$50,000**

**Project Title:** Police Traffic Service/Older Driver Traffic Safety Program

### **Project Description**

Inattentive driving (failure maintain safe distance and failure to stay in lane) continues to be one of the leading contributing factors in crashes in the Virgin Islands. This pattern includes senior drivers as well as non senior drivers. In FY 2012 VIOHS will work closely with VIPD and other safety partners to develop a message regarding the importance of attentiveness while driving. A significant among of focus will be on older drivers.

Whereas the number of older drivers have increased and the number of renewal have steadily increase in the last 4 years, an assessment tool and screening tools in the hands of professionals who will make some determination concerning physical condition and agility of older driver to react while driver on our highways and roadways. The results from the assessment and screening will be the determining factor in terms of the high risk older drivers in our community are confronted with while driving on our road ways and highways.

The coalition of professionals will provide information to our senior citizens, their relatives and guardians of the danger of driving with certain disabilities and that defiance can ultimately lead to fatality and injuries.

**Goal 1)** To reduce traffic-related fatalities and injuries among senior citizens.

**Goal 2)** To build communication among older drivers and promote driving programs that emphasize the importance of keeping mobile and safe.

**Goal 3)** Promote communication for program for older drivers and develop support network that encourage changes in attitudes, perception and social norms about driving.

**Objective 1)** Establish and maintain partnership in the health community

**Objective 2)** Engage nonprofit organizations in developing products and promoting accurate information about older driver safety.

**Objective 3)** Create opportunities for older drivers to adopt to the concept of undergoing occupational therapy, and take driver –wellness training courses to prolong their ability to drive.

**Objective 4)** Developing language targeted to older drivers.

**Objective 5)** Reach out to health care providers who treat and assess older drivers as well as, family members, children, guardians and faith based support groups.

**Objective 6)** Provide training to law enforcement officers in order to help them better asses warning signs and understanding what next step to take and what action are mandated by law within the territory with older drivers who are at risk.

**Activities: 1)** Develop key messages that will routinely incorporate older driver material

Activities: 2) Utilize material created to promote occupant protection and impaired driving programs with modification to address the needs of older drivers.

**Performance Measures.** Pretest messages that must reach the target audiences via local senior centers and network

Collect data from law enforcement professional who are first to identify at-risk drivers.

**Budget \$50,000**

**Police Traffic Safety Program Budget Summary**

	Teen Aggressive & Distraction Driving	\$50,000.00	402 Funds
	Older Driver Traffic Safety	\$50,000.00	402 Funds
<b>402 Total</b>		\$100,000	

## OCCUPANT PROTECTION PROGRAM AREA

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**Project Title:** Occupant Protection Program Management

**Project Description :**

The Occupancy Program includes certification training and other projects that promote the use of restraint systems and the enforcement of the same. Funds will be used to develop and facilitate public information and education projects.

**Goal 1:** To decrease the number of unrestrained fatalities from the 2008-20010 calendar base year average of 5 to 4 by December 31, 2012.

**Goal 2:** To increase the observed seatbelt usage rate.

**Goal 3:** To increase the number of seatbelt citations issued during grant funded enforcement activities by 20%, from the 2008-2011 calendar base year average of 2785 to 3342 by December 31, 2012.

**Goal 4:** To produce mechanism to initiate behavior changes in young drivers

**Objective:** To increase the seatbelt usage rate by 3% from 86% to 90% by 2013.

**Activities:** Offer and encourage police officers that participate in the Occupant project to attend more training that support them in enforcing the laws as it pertain to seat belt and car seats.

Continue to encourage police officers to buckle up themselves so that they can become examples when enforcing the law

Schedule and conduct law enforcement Child Passenger Safety program training and utilize senior officers to encourage rookie officers to cite violators of these laws.

Meet with Traffic Commanders to schedule enforcement waves with emphasis during national campaigns. These waves will consist of pre and post surveys public announcement and enforcement.

**Performance Measures:** 1) The number of enforcement waves conducted; 2) The number of officers trained and their scores 3) The number citations issued 4) The number of PSA ran and the targeted audience

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**Budget: \$200,000.00**

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**Project Title: Occupant Protection Enforcement**

**Project Description**

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The VIPD will enforce the mandatory seat belt law using overtime, funded by the 405 grant. The VIPD will enforce the mandatory seat belt law using overtime, funded by the 405 grant. This is to supplement law enforcement regular seat belt enforcement activity. Enforcement will be done on a year round basis and will include participation in the national "Click It or Ticket" Mobilization.

**Goal 1.** Monitor all Occupant protection sub-grantee programs through the territory to ensure their compliance with federal mandates. **Performance Measures:** review the expenditures of grant funding and its use for the sole purpose of what is stated in the grant. **Goal 2.** To increase the seatbelt usage rate.

**Objective 2.** To increase seat belt usage.

**Performance Measure.** The number of citations issued.

**Budget: \$250,000.00**

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**Project Title: Seatbelt Usage Rate Survey**

**Budget: \$60,000.00**

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**Project Description**

This project will address the contract the University of the Virgin Islands to conduct a Scientific Seatbelt Survey in the Territory as it is an agreement as part of our annual certification.

**Project Title: Child Passenger Safety**

Project Description Grant funds will be used to purchase child safety seats for safety seat clinics and for distribution during public information and education campaigns. The enacted Booster Seat Law in the territory requires an education period before enforcement; therefore, this program and funds 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..

**Goal 1)** Increase the amount of certified technicians and instructors in the territory.

**Objective:** 1)To increase the number of CPS instructors from 2 to 4 for the purpose of providing assistance in the certification process for child passenger safety technicians by 2013.

**Objective: 2)**Increase the number of certified instructors trained and gained certification in Child Passenger Safety.

**Goal: 2)** To increase the awareness and usage of child safety seats in the territory.

**Objective:1)**Conduct safety seat clinics and seat checks in the territory and during mobilization during FY 2012

**Performance Measures:1)** The number of parents and caregivers educated on the proper use of child restraint system.

2)The number of seat distributed

**Budget: \$100,000.00**

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## Occupant Protection: Budget Summary

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
	Occupant Protection Program Management	\$200,000.00	402
	Occupant Protection Enforcement	\$250,000.00	405
	Child Passenger Safety	\$100,000.00	402
	Seatbelt Survey	\$60,000.00	402
<b>402 Total</b>		\$160,000.00	
<b>Total All funds</b>		\$610,000.00	

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## TRAFFIC RECORDS PROGRAM AREA

### Project Title: Traffic Records Improvement Program

#### Project Description

This project is to increase the quality of traffic crash data collection in the territory. The strategic plan by the Traffic Coordinating Committee which is multi departmental will continue to develop plans to facilitate agencies gathering and transmitting of traffic records data electronically. The plan consist of eighth major projects which are 1) crash report Re-Design 2) Electronic Crash reporting 3) Emergency Medical Service Patient Care Reporting System 4) Electronic Citation 5) Bureau of Motor Vehicle, BMV Virgin Islands Police Department, VIPD Attorney General Office,(AG) Superior Court (SC) 6) territory-wide Roadway Information System 7) Data Warehousing, and 8) DUI tracking System.

**Goal 1:** To design, develop and implement a traffic citation/adjudication data subsystem which can deliver traffic citation and adjudication data in a timely fashion to all users, by the end of 2012.

**Objective 1:** Ensure that the Electronic Citation project is completed by June 15, 2012.

- Activities:**
- : Develop a web portal to create connectivity among the Virgin Islands Police Department BMV SC and AG by September 31, 2012
  - : Implement a DUI Tracking System by September 30, 2012
  - : Coordinate Traffic records Committee meetings to ensure community remain active.
  - : Review the 408 monitoring system monthly and run reports.
  - : Track and monitor the project milestones noted in the strategic plan are met
- Performance Measures:**
- The number of committee members that attend monthly meetings
  - The number of 408 system updates, if any.
  - Quality, completeness, and accuracy of 408 reports.

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#### Goal 2:

- Continue to generate timely, accurate statistical and analytical reports to the traffic safety community.

#### Objective 2:

- Continue to provide quarterly statistical reports to Virgin Islands Office of Highway Safety, Virgin Islands Police Department (VIPD), Public Works, and other pertinent agencies.

#### Activities 2:

- Run and create monthly reports.
- Aid the traffic safety community to use the statistical data to create useful programs.

#### Performance Measures 2:

- The number and type of reports generated.
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- Initiatives or actions taken by VIPD and other agencies to curtail problems/issues noted in traffic crash reports.
- Number and type of reports made available to the public.

**Goal 3:**

- To continue collaborating with VIPD to ensure that all law enforcement officers fully utilize the new electronic Uniform Traffic Crash Report (VIUCR).

**Objective 3:**

- To have 100% of all traffic crash reports entered electronically by December 31, 2011.
- To reduce the number of days that Officers enter crash reports into the database from 7 days to 3 days of the reported crash by December 31, 2011.

**Activities 3:**

- Continue conducting training.
- Ensure that all new recruits are trained to use the electronic traffic crash form.
- Maintain the traffic crash reporting to determine the average number of days officers are entering crash reports into the database.

**Performance Measures 3:**

- Monthly quality checks to the database to ensure that all traffic reports are entered in the database.
- Run reports to ensure that data is entered in the database within 3 days.

**Goal 4:**

- Increase the accuracy and completeness rating for data entered in the Fatality Accident Reporting System (FARS).

**Objective 4:**

- Enter all traffic crashes in the FARS early notification within 5 days of the crash.
- Obtain traffic crash report and code 100% of all FARS cases in the electronic database.
- Update the monthly FARS Count by the 25<sup>th</sup> of each month.

**Activities 4:**

- Obtain fatal traffic crashes information in a timely manner by reading the local newspaper and listening to the local news.
- Contact the Traffic Investigation Bureau on St. Thomas and St. Croix every Friday to find out if there were any fatal crashes.
- Periodically check the Report Beam database for fatal crashes.

**Performance Measures 4:**

- Bi-weekly quality checks to the electronic crash database to ensure that all fatal traffic crashes were entered in the FARS system.
- Check the monthly count section in the FARS system to ensure all FARS cases were coded.

**Goal 2:**

- Continue to generate timely, accurate statistical and analytical reports to the traffic safety community.
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**Objective 2:**

- Continue to provide quarterly statistical reports to Virgin Islands Office of Highway Safety, Virgin Islands Police Department (VIPD), Public Works, and other pertinent agencies.

**Activities 2:**

- Run and create monthly reports.
- Aid the traffic safety community to use the statistical data to create useful programs.

**Performance Measures 2:**

- The number and type of reports generated.
- Initiatives or actions taken by VIPD and other agencies to curtail problems/issues noted in traffic crash reports.
- Number and type of reports made available to the public.

**Goal 3:**

- To continue collaborating with VIPD to ensure that all law enforcement officers fully utilize the new electronic Uniform Traffic Crash Report (VIUCR).

**Objective 3:**

- To have 100% of all traffic crash reports entered electronically by December 31, 2011.
- To reduce the number of days that Officers enter crash reports into the database from 7 days to 3 days of the reported crash by December 31, 2011.

**Activities 3:**

- Continue conducting training.
- Ensure that all new recruits are trained to use the electronic traffic crash form.
- Maintain the traffic crash reporting to determine the average number of days officers are entering crash reports into the database.

**Performance Measures 3:**

- Monthly quality checks to the database to ensure that all traffic reports are entered in the database.
- Run reports to ensure that data is entered in the database within 3 days.

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**Activities 4:**

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- Contact the Traffic Investigation Bureau on St. Thomas and St. Croix every Friday to find out if there were any fatal crashes.
- Periodically check the Report Beam database for fatal crashes.

**Performance Measures 4:**

- Bi-weekly quality checks to the electronic crash database to ensure that all fatal traffic crashes were entered in the FARS system.
- Check the monthly count section in the FARS system to ensure all FARS cases were coded.

**Goal 2:**

- Continue to generate timely, accurate statistical and analytical reports to the traffic safety community.

**Objective 2:**

- Continue to provide quarterly statistical reports to Virgin Islands Office of Highway Safety, Virgin Islands Police Department (VIPD), Public Works, and other pertinent agencies.

**Activities 2:**

- Run and create monthly reports.
- Aid the traffic safety community to use the statistical data to create useful programs.

**Performance Measures 2:**

- The number and type of reports generated.
- Initiatives or actions taken by VIPD and other agencies to curtail problems/issues noted in traffic crash reports.
- Number and type of reports made available to the public.

**Goal 3:**

- To continue collaborating with VIPD to ensure that all law enforcement officers fully utilize the new electronic Uniform Traffic Crash Report (VIUCR).

**Objective 3:**

- To have 100% of all traffic crash reports entered electronically by December 31, 2011.
- To reduce the number of days that Officers enter crash reports into the database from 7 days to 3 days of the reported crash by December 31, 2011.

**Activities 3:**

- Continue conducting training.
- Ensure that all new recruits are trained to use the electronic traffic crash form.
- Maintain the traffic crash reporting to determine the average number of days officers are entering crash reports into the database.

**Performance Measures 3:**

- Monthly quality checks to the database to ensure that all traffic reports are entered in the database.
- Run reports to ensure that data is entered in the database within 3 days.

**Goal 4:**

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- Increase the accuracy and completeness rating for data entered in the Fatality Accident Reporting System (FARS).

**Objective 4:**

- Enter all traffic crashes in the FARS early notification within 5 days of the crash.
- Obtain traffic crash report and code 100% of all FARS cases in the electronic database.
- Update the monthly FARS Count by the 25<sup>th</sup> of each month.

**Activities 4:**

- Obtain fatal traffic crashes information in a timely manner by reading the local newspaper and listening to the local news.
- Contact the Traffic Investigation Bureau on St. Thomas and St. Croix every Friday to find out if there were any fatal crashes.
- Periodically check the Report Beam database for fatal crashes.

**Performance Measures 4:**

- Bi-weekly quality checks to the electronic crash database to ensure that all fatal traffic crashes were entered in the FARS system.
- Check the monthly count section in the FARS system to ensure all FARS cases were coded.

**Budget: \$3,250,000.00**

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Traffic Records Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
		\$3,000,000.00	Section 408 funds
<b>408 Total</b>		<b>\$3,000,000.00</b>	
		\$ 250,000.00	Section 402 funds
<b>402 Total</b>		<b>\$250,000.00</b>	
<b>Total All funds</b>		<b>\$3,250,000.00</b>	

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## MOTORCYCLE SAFETY PROGRAM AREA

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**Project Title: Motorcycle Program**

### **Project Description**

The number of Motorcycle fatalities has been inconsistent since 2003 to present. As a result the territory enacted a law that requires all motorcycle riders to be trained by a certified establishment before they can receive a motorcycle endorsement on their drivers license. The Bureau of Motor Vehicle (BMV) will certify rider safety instructors, by using driving simulators to promote training and licensure among at-risk population. BMV will use print and electronic paid and earned media to deliver the driver/motorists awareness messages.

**Goal 1:** To decrease Motorcycle Fatalities to 0 from the 2007-2009 calendar base year average of 2 by December 31, 2012.

**Goal 2:** To maintain the number of unhelmeted Motorcyclists Fatalities at 0 based on the baseline calendar year 2007-2009 average of 0, by December 2012.

**Objective 1:** Increase collaboration with BMV in terms of its certification method

**Objective 2:** Increase the number of print and media delivery messages regarding safety measures

**Performance Measures:** The number of trained motorcycle instructor at the BMV

The number of motorcycle drivers' license issued based on age and gender

The number of motorcycle drivers that received certification

The numbers of aired and printed media delivery and the response from the aired message.

**Budget:** \$150,000.00

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### Motorcycle Safety Program Area: Budget Summary

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
	Motorcycle Safety Program	\$150,000.00	Section 402
<b>402 Total</b>			
<b>Total All funds</b>		\$150,000.00	

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## SPEED MANAGEMENT PROGRAM AREA

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Project Title: Speed Enforcement Program

### Project Description

To increase speed enforcement and arrest, thereby reducing the number of motor vehicle collisions, resulting in fatalities and injuries caused by speeding drivers. VIPD will conduct high visibility speed checkpoints using designated Officers Cite violators. Funds will be used to train officers to efficiently investigate and supervise traffic crashes. Law enforcement will also be participating in operation "Arrive Alive", and will select areas known for speeding, on a quarterly basis for special speed enforcement

Public information and education will also be an integral part of the speed enforcement

**Goal 1:** To decrease the number of speed related fatalities from the 2007-2009 calendar base year average of 5 to 3 by December 31, 2012.

**Goal 2:** To increase the number of speeding citations issued during grant funded enforcement activities by 20%, from the 2007-2009 calendar base year average of 2785 to 3342 by December 31, 2012.

**Objective 1:** To increase enforcement activities aimed at reducing the number of crashes by 3% by 9/30/2012.

- Performance Measures:**
- 1) Document and calculate the number of checkpoints.
  - 2) Document the number of citations issued
  - 3) Document the number of man hours used
  - 4) Document and calculate the number of crashes that occur each month.

**Budget:** \$200,000.00

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### Speed Management Program Area: Budget Summary

Project Title	Budget	Budget Source
Speed and Aggressive program Enforcement	\$200,000.00	Section 406
	\$200,000.00	Section 406

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## PLANNING AND ADMINISTRATION

**Project Title:** Planning and Administration

**Project Description**

The funds will be used to administer the highway safety program for the US Virgin Islands, to include the revision of the policy and procedure manual, evaluation of the highway safety program and redesign of the website. Funds will also be used to travel to conferences such as GHSA annual conference, Lifesavers, NAWHSL, Regional Meetings and any other NHTSA sanctioned meetings, workshops or conferences.

**Goal:** To provide effective and efficient management to the Virgin Islands Highway Safety Programs

**Budget:** \$155,000.00

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### PLANNING AND ADMINISTRATION: Budget Summary

Project Number	Project Title	Budget	Budget Source
	Planning and Administration	\$155,000.00	Section 402 funds
<b>Total All funds</b>		\$155,000.00	

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## CERTIFICATIONS AND ASSURANCES

Revised 8/10

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
- 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

#### Section 402 Requirements

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

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carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

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));

**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.**

(23 USC 402 (b)(1)(E));

**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. (23 USC 402(I)).**

#### **Other Federal Requirements**

Cash draw downs will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

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 18.41.

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

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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;

### **Federal Funding Accountability and Transparency Act**

The State will report for each **sub-grant** awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and(II) \$25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by the Office of Management and Budget in subsequent guidance or regulation.

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) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (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

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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; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**The Drug-free Workplace Act of 1988(41 U.S.C. 702);**

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:
    1. The dangers of drug abuse in the workplace.
    2. The grantee's policy of maintaining a drug-free workplace.
    3. Any available drug counseling, rehabilitation, and employee assistance programs.
    4. 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 --
    1. Abide by the terms of the statement.
    2. 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 -
  - 1. Taking appropriate personnel action against such an employee, up to and including termination.
  - 2. Requiring such employee to participate satisfactorily in a 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 (49 U.S.C. 5323(j)) 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, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

### **CERTIFICATION REGARDING FEDERAL LOBBYING**

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## 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, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients 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.

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## **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.
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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

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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 which 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
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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.

**POLICY TO BAN TEXT MESSAGING WHILE DRIVING**

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
  - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
  - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
  - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
  - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

**ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 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).

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**Raymond Hyndman, Assistant Commissioner**  
**Governor's Representative for Highway Safety**  
**Territory of the United States Virgin Islands**

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**For Fiscal Year 2012**

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**Date**



U.S. Department of Transportation  
National Highway Traffic Safety  
Administration  
Federal Highway Administration

State: VI Number 5034-F11104 Date: August 25, 2010

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs		Federal Share to Local	Current Balance
			Previous Balance	Increase/(Decrease)		
PA	155,000	-	0.00	0	100%	155,000
AL	500,000	-	0.00	0	100%	500,000
OP	260,000	-	0.00	0	100%	260,000
PT	500,000	-	0.00	0	100%	500,000
MC	150,000	-	0.00	0	100%	150,000
YA	50,000	-	0.00	0	100%	50,000
PS	150,000	-	0.00	0	100%	150,000
TR-402	250,000		0.00	0	100%	250,000
CR	100,000		0.00	0	100%	100,000
405	250,000	-	0.00	0	100%	250,000
406	200,000	-	0.00	0	100%	200,000
408	3,000,000	-	0.00	0	100%	3,000,000
<b>Total NHTSA</b>	<b>5,565,000</b>		<b>0.00</b>	<b>0</b>	<b>100%</b>	<b>5,565,000</b>

State Official Authorized Signature:

\_\_\_\_\_

NAME: Raymond Hyndman

TITLE: Assistant Police Commissioner

DATE: \_\_\_\_\_

Federal Official Authorized Signature:

NHTSA - NAME: \_\_\_\_\_

TITLE: \_\_\_\_\_

DATE: \_\_\_\_\_

Effective Date: \_\_\_\_\_

### Data Summary

An assessment of the data presented in the Virgin Islands 2012 Highway Safety Plan illuminate significant decreases in certain categories. In the category of pedestrian fatalities (lost of life in 2011) the Virgin Islands had 2 four less than the year before and three (3) less than 2009. Total fatalities categories that involved “vehicle crashes was 5 five in 1011 and in 1021 eleven (11). These were significant decreases. The alarming figures are those for DUI related crashes and injuries where the Virgin Islands have experience some degree of increase. Significant more resources, education and information must be explored to deter drunk driving by all age groups. While these numbers only reflect six (6) months of the fiscal year, the trend suggests that the Virgin Islands numbers would be significant lower than 2011.

Our emphasis will be on older drivers and our younger drivers. Data has shown a trend that if they are not brought to the fore- front of our mission, we will begin to lose sight of two important groups in our community.

All of the categorical group’s data display a decrease. Special attention will be given to the new areas of concern, i.e., older drivers’ behavior, and youth aggressive driving.

YEAR	2008	2009	2010**
<b>TOTAL CRASHES</b>	5140	4573	2377
<b>TOTAL INJURIES</b>	1150	1130	580
<b>TOTAL FATALITIES</b>	18	16	6
<b>TOTAL FATAL CRASHES</b>	17	16	5
<b>PEDESTRIAN FATATALITES</b>	3	5	4
<b>BICYCLE FATALITIES</b>	0	0	0
<b>MOTORCYCLE FATALITIES</b>	3	2	0
<b>CAR SEAT &amp; SEATBELT CITATION</b>	1877	3124	1260
<b>MPAIRED DRIVING ARRESTS</b>	117	151	80
<b>SEATBELT USAGE RATE</b>	83.8	85.8	-

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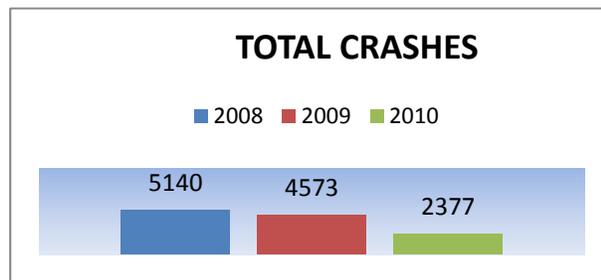
\*\* 2010 includes data from January 1, 2010 – June 30, 2010.

Sources: 2008 - 2010 crashes and injuries amount were obtained from the accident crash report. Additionally, the 2008/2009 total crashes for St. Thomas/St. John were obtained from data received from the Traffic Bureau and Records Division.

Note: Additionally, not all crash reports were entered for 2008 -2010 into the crash report databases; therefore the totals reported above are subject to change. The first seatbelt survey was conducted in 2005.

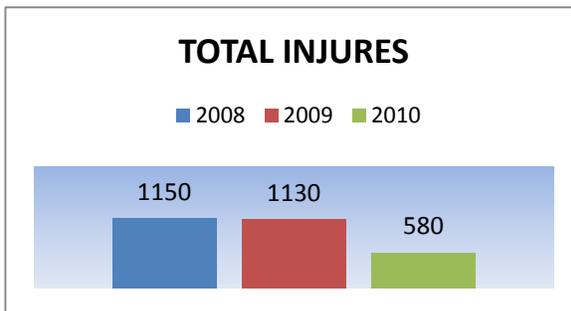
The red linear lines in the graphs show the linear relationship between the data points. Based on the trend, the forecast for 2010 and 2011 will be determined by the trend line equation.

**Graph 1**



Graph 1 shows the total crashes for the Virgin Islands from 2008 to 2010. There were 5,140 crashes in 2008 and 4573 in 2009, and 2377 in 2010.

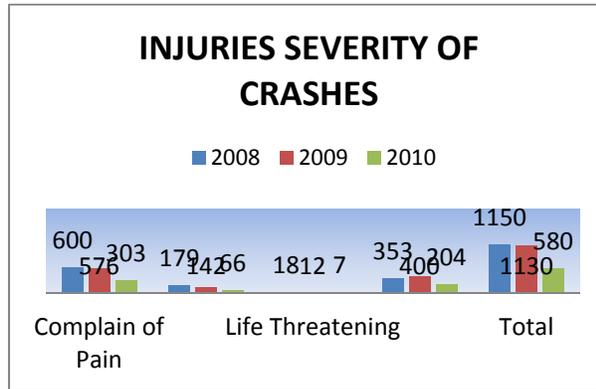
**Graph 2**



Graph 2 shows the total injuries for the Virgin Islands from 2008 to 2010. There were 1,150 injuries in 2008, 1130 in 2009, and 580 in 2010.

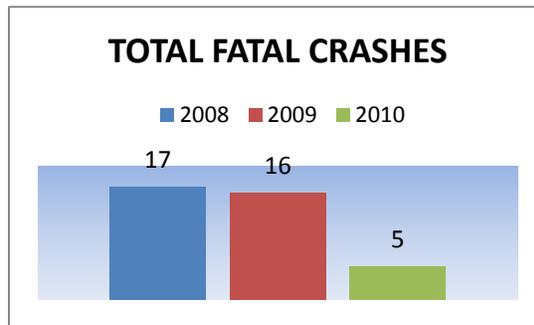
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Graph 2A



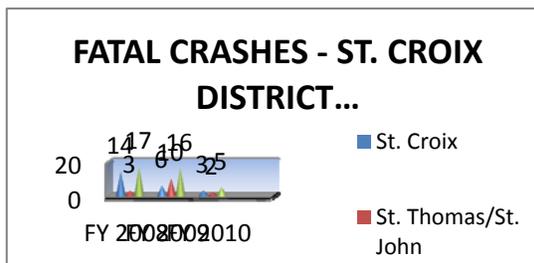
Graph 2A shows the severity of injuries for drivers involved in crashes from 2008 – 2010. 600 injuries were complaint of pain in 2008, 576 in 2009, and 303 in 2010; 179 moderate injuries in 2008, 142 in 2009, and 66 in 2010; 18 life threatening injuries in 2008, 12 in 2009, and 7 in 2010. The injury severity of the passengers is unknown. 353 passengers were injured in 2008, 400 in 2009, and 204 in 2010.

Graph 3

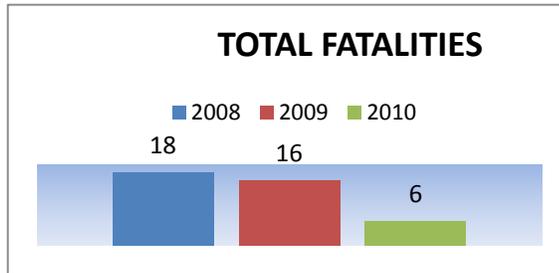


Graph 3 shows the total fatal crashes for the Virgin Islands from 2008 to 2010. There were 17 fatal crashes in 2008, 16 in 2009, and 5 in 2010.

Graph 3A

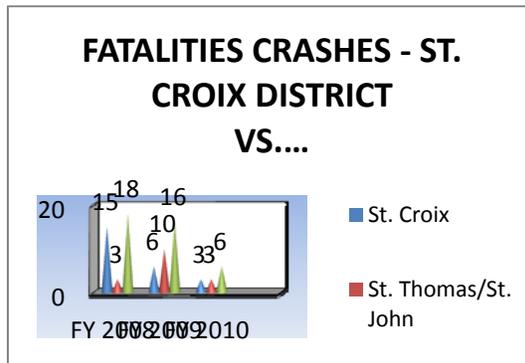


Graph 4

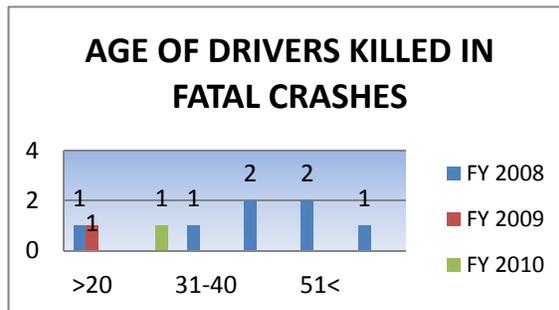


Graph 4 shows the total fatalities for the Virgin Islands from 2008 to 2010. There were 18 fatalities in 2008, 16 in 2009, and 6 in 2010.

Graph 4A

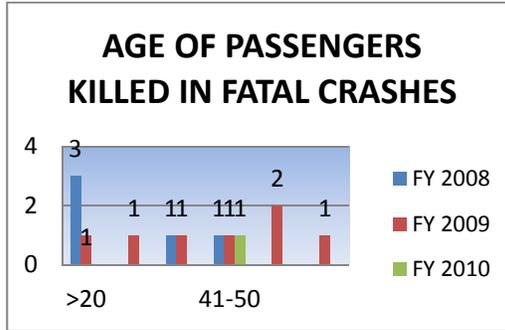


Graph 5



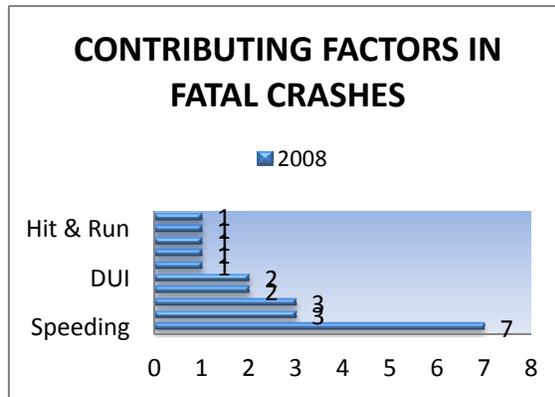
Graph 5 shows the ages of drivers killed in fatal crashes for the territory. In 2008, majority of the fatalities were between the ages of 41 - 50, and 51 & over. In 2009, majority of the fatalities were the ages of 20 and below. In 2010, there were only one driver killed in a fatal crash between the ages of 21- 30.

**Graph 5A**



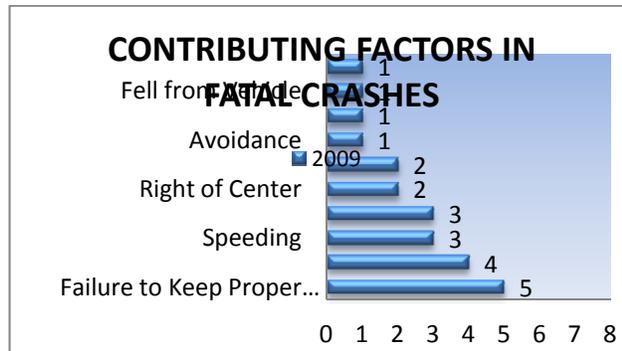
Graph 5A shows the ages of passengers killed in fatal crashes for the territory. In 2008 majority of the fatalities were ages 20 and below. In 2009, majority of the fatalities were ages 51 and above. In 2010, there were only one passenger killed between the ages of 41 -50.

**Graph 6**



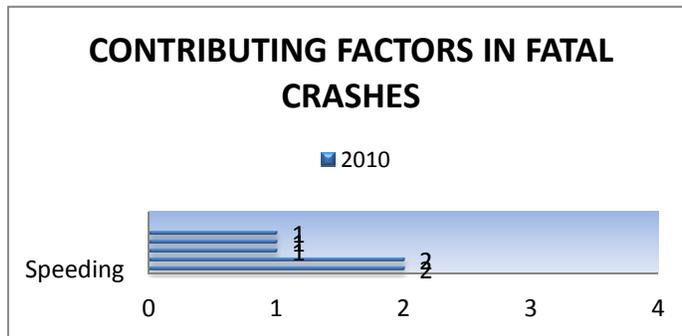
Graph 6 shows the contributing factors in fatal crashes for the territory. In 2008, the majority of the fatalities was due to speeding.

**Graph 6A**



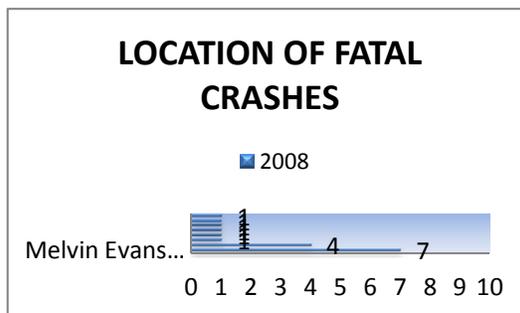
Graph 6A shows the contributing factors in fatal crashes for the territory. In 2009, the majority of the fatalities was due to driver failure to keep proper lane/run off road and driving under the influence.

Graph 6B



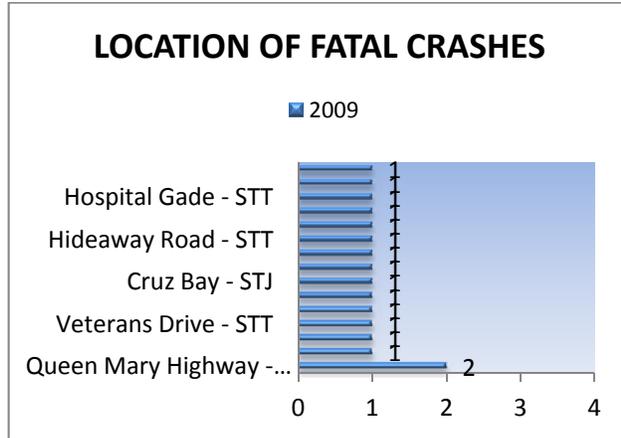
Graph 6B shows the contributing factors in fatal crashes for the territory. In 2010, the majority of the fatalities was due to speeding.

Graph 7



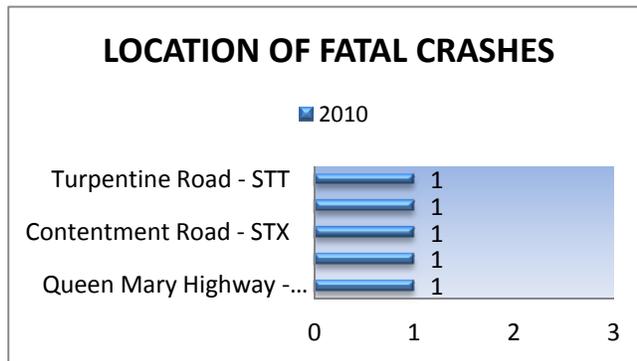
Graph 7 shows the location of fatal crashes for the territory. In 2008, the majority of the fatal crashes occurred on Melvin Evans Highway and Queen Mary Highway on St. Croix.

Graph 7A

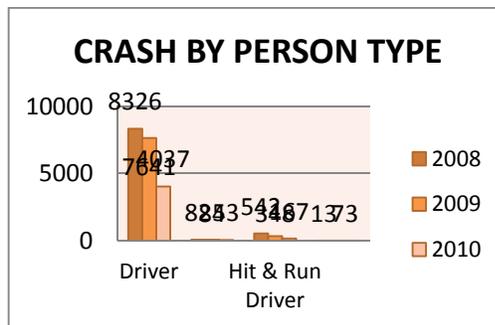


Graph 7A shows the location of fatal crashes for the territory. In 2009, the majority of the fatal crashes occurred on Queen Mary Highway on St. Croix.

Graph 7B

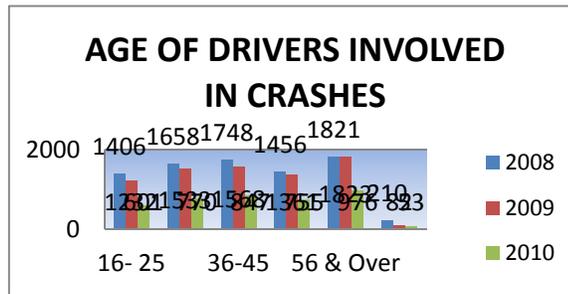


Graph 8



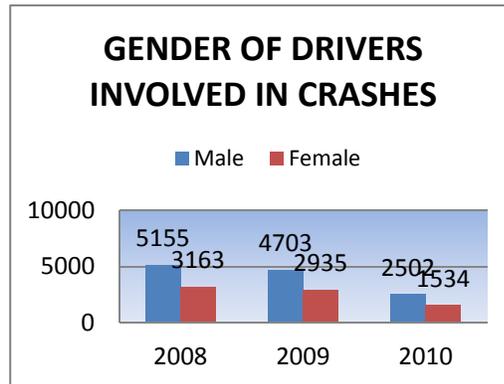
Graph 8 depicts the type of people involved in crashes for the Virgin Islands from 2008 to 2010. Other/non-motorist consist of skater, bicyclist, or law enforcement officer.

Graph 9



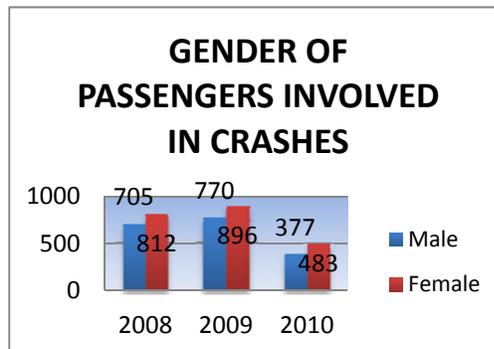
Graph 9 shows the age of drivers involved in crashes. In 2008, 1406 drivers were ages 16-25, 1658 ages 26-35, 1748 ages 36-45, 1456 ages 46-55, 1821 ages 56 & over, and 210 were unknown. In 2009, 1232 drivers were ages 16-25, 1533 ages 26-35, 1568 ages 36-45, 1361 ages 46-55, 1823 ages 56 & over, and 82 were unknown. In 2010, 601 drivers were ages 16-25, 770 ages 26-35, 847 ages 36-45, 755 ages 46-55, 976 ages 56 & over, and 53 were unknown.

Graph 10



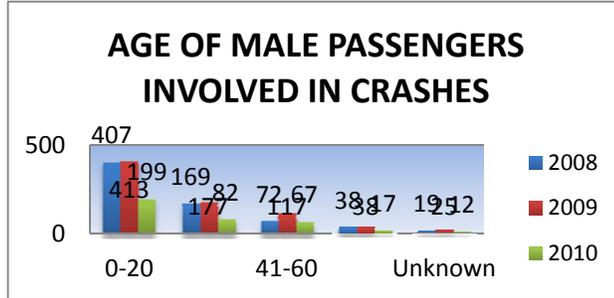
Graph 10 shows the gender of drivers that were involved in crashes. In 2008, there were 5155 males and 3163 females involved in crashes; 4703 males and 2935 females in 2009, and 2502 males and 1534 females in 2010.

Graph 11



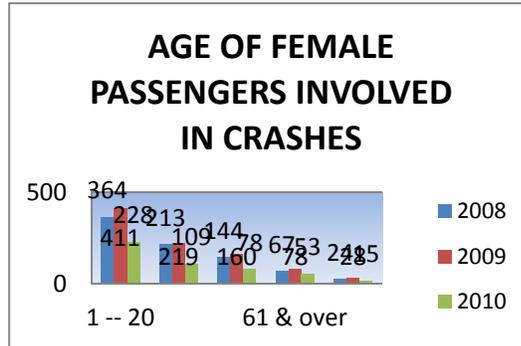
Graph 11 shows the gender of passengers involved in crashes for the territory. In 2008, 705 were males and 812 females, 770 males and 896 females in 2009, and 377 males and 483 females in 2010.

Graph 12

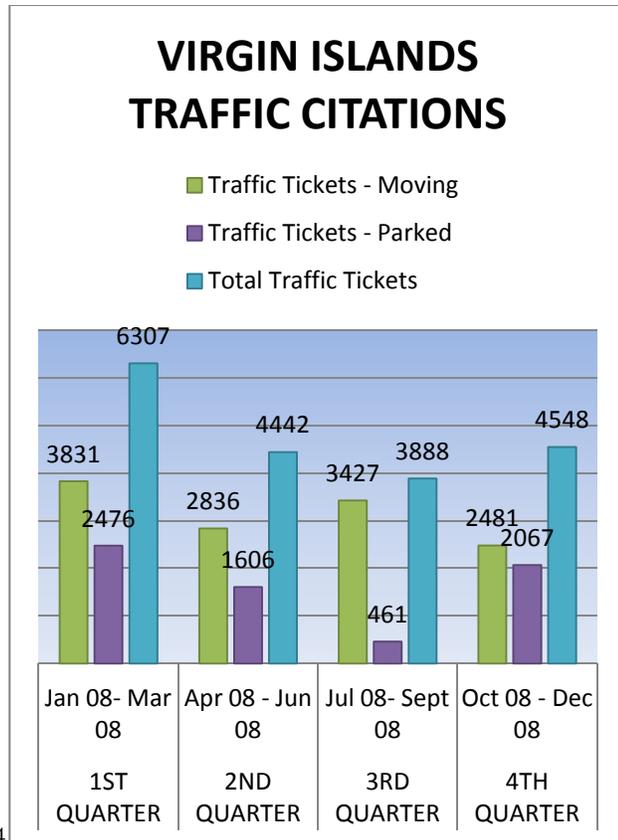


Graph 12 shows the ages of male occupants involved in crashes from 2008 to 2010.

Graph 13



Graph 13 shows the ages of female occupants involved in crashes from 2008 to 2010.



Graph 14

Source: Data provided by the Virgin Islands Superior Court.

Graph 15



Source: Data provided by the Virgin Islands Superior Court.

Graph 16



*Source: Data provided by the Virgin Islands Superior Court.*



## **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
- 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**

#### **Section 402 Requirements**

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;

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));

**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.**

(23 USC 402 (b)(1)(E));

**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. (23 USC 402(I)).**

#### **Other Federal Requirements**

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

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 18.41.

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;

### **Federal Funding Accountability and Transparency Act (FFATA)**

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsr.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsr.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSR.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and(II) \$25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by OMB guidance.

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) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (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; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**The Drug-free Workplace Act of 1988(41 U.S.C. 702;):**

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:
  1. The dangers of drug abuse in the workplace.
  2. The grantee's policy of maintaining a drug-free workplace.
  3. Any available drug counseling, rehabilitation, and employee assistance programs.
  4. 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 --
  - 1. Abide by the terms of the statement.
  - 2. 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 -
  - 1. Taking appropriate personnel action against such an employee, up to and including termination.
  - 2. Requiring such employee to participate satisfactorily in a 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.

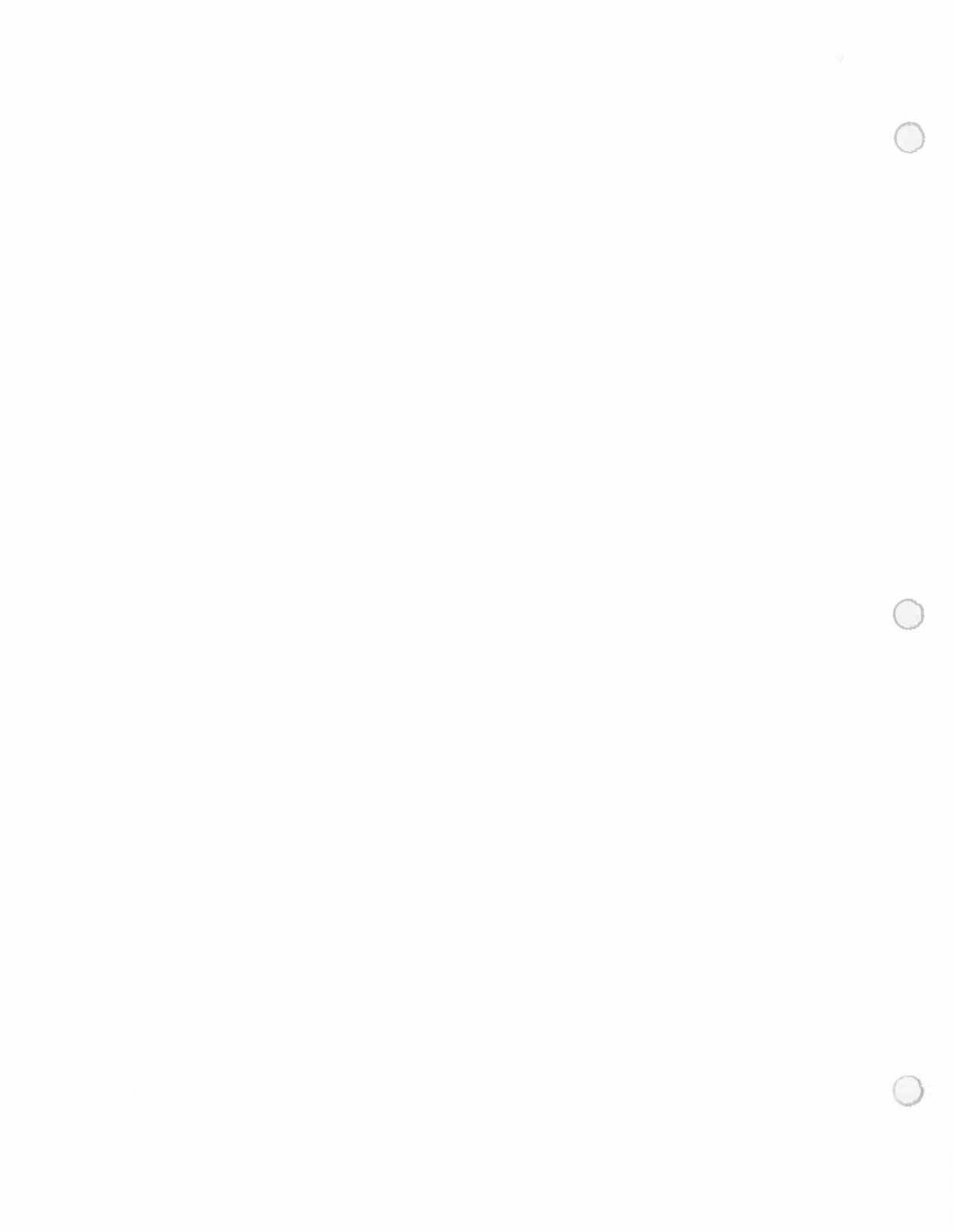
### **BUY AMERICA ACT**

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) 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, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.



**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, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients 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 which 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.

**POLICY TO BAN TEXT MESSAGING WHILE DRIVING**

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
  - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
  - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –



- a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
- b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

**ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 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).

Raymond L. Hundman

Governor's Representative for Highway Safety

U.S. VIRGIN ISLANDS

State or Commonwealth

2012

For Fiscal Year

Sept. 27, 2011

Date

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