

UNITED STATES VIRGIN ISLANDS
Highway Safety Plan
FEDERAL FISCAL YEAR 2007
(October 1, 2006 through September 30, 2007)

PREPARED FOR
U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

PREPARED BY
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HIGHWAY SAFETY PLAN

FY'2007

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Mission Statement

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

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.

During 2006, eight (8) people died on our roadway and hundreds were injured in crashes that could have been prevented, if motorists had adhered to the laws and rules of the road.

We will support the implementation of national highway safety priority areas and the implementation of local priorities as demonstrated by existing data and trends.

During fiscal year 2007, the Virgin Islands will continue to support and participate in national mobilization efforts in both seat belts and alcohol countermeasures. In addition, the Virgin Islands Police Department will continue to enforce the laws, addressing driving under the influence, occupant protection and speeding.

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 FY 2006.

Due to the success of the programs implemented by VIOHS in reducing crashes, injuries and deaths, to present we have a decrease of 11% in crashes from FY'05's figure of 6,266 to FY'06 figure of 5,245 crashes.

Occupant Protection

This year, the Virgin Islands seat belt usage rate has increased from 89% to 93%, this was determined through an observational survey. Our goal is to increase seatbelt usage rate to 95% in 2007. We still have some work to do in order to meet this goal, and we are very optimistic that we can continue to increase the usage rate.

We attribute the success of the increase usage rate and the decrease in traffic crashes due to the hard work of law enforcement and the Office of Highway Safety staff, during the Click It or Ticket campaign, and other public health and community activities. We supported these efforts by developing press releases, articles for the print media, and the distribution of posters, brochures and other public awareness material.

Alcohol Countermeasures

During 2006, 2.2% of the traffic fatalities were alcohol-related. Anecdotal information suggests that this figure is higher; however, the law does not require an officer to test every driver that is involved in crash unless reasonable suspicion can be justified. To combat the problem of driving under the influence, the Police Department has stepped up enforcement efforts through sobriety checkpoints that are aimed at removing drunk drivers from our roadways. During these initiatives we used the national slogan and logo "You Drink and Drive, You Lose".

To compliment the enforcement efforts, the Office of Highway Safety partnered with the Virgin Islands National Guard Counter Drug program and the Police Department Crime Prevention Bureau, to conduct community outreach programs. Numerous programs were done throughout the territory at various events, featuring the use of the Fatal Vision Goggles to simulate the feelings of being drunk and the effects it has on one's ability to coordinate normal activities, such as walking forward

Other enhancement activities include a block of instruction in the Police Department's Drug Assistance

Reduction Education program in the elementary and high school curriculum. The students were taught the effects, dangers and consequences of driving under the influence of alcohol. It was our intention to provide funding in 2005 to the Division of Mental Health, Alcoholism and Drug Dependency to conduct twelve-week behavior modification trainings for DUI offenders. These trainings are a part of the sentencing in order for an offender to have their driving privileges restored. We will ensure that this area is funded in 2007, as it is a critical element in sentencing and has been proven to be a contributing factor in the reduction of DUI incidences.

Speed Control Countermeasures

In 2006 the number of crashes decreased from 6266 in 2005 to 5245 in 2006. (See the accompanying data table).

To continue to reduce the number of motor vehicle collisions resulting in fatalities and injuries caused by speeding drivers, this plan will include funding for law enforcement to participate in the planned operation "Arrive Alive it's only? Square miles". For each island the question mark will be replaced by the actual square miles of the island. In 2006 the Police Department received funding to purchase the necessary tools, and to provide the necessary training to officers to do an effective job. This we believe will be continued into 2007.

Traffic Records

In order to increase the quality of the traffic accident data collection, the traffic records program introduced a web based application to the territory. The database will be updated to provide connectivity from the police squad cars so that statistical information will be captured real time; connectivity with the driver license and vehicle registration databases and an electronic crash diagram module; an arrest module; connectivity with the Superior Court so that cases and disposition of cases to include sentencing will be captured almost in real time; and connectivity to the Hospital's Trauma Registry. It is our hope that the Traffic Records System and the agencies that will be affected by the use of electronic ticketing will support the addition of e-ticking to the system. E-ticketing also ensures that the proper points and related actions are applied in a timely manner.

Staff Support

There are seven (7) team members in the Highway Safety Office, which are responsible for providing support and also present the public with awareness and education programs.

Barbara McIntosh, Administrator

Calicia Howell-Accountant

Elerie Seeley-Clerk Typist

Kareem Christian-Traffic Records/SafetyNet Coordinator

Sedricka Brathwaite-Motor Carrier Safety Assistance Program Coordinator

Linda Peters, Occupant Protection Program Coordinator

Denise Lewis, Alcohol Coordinator

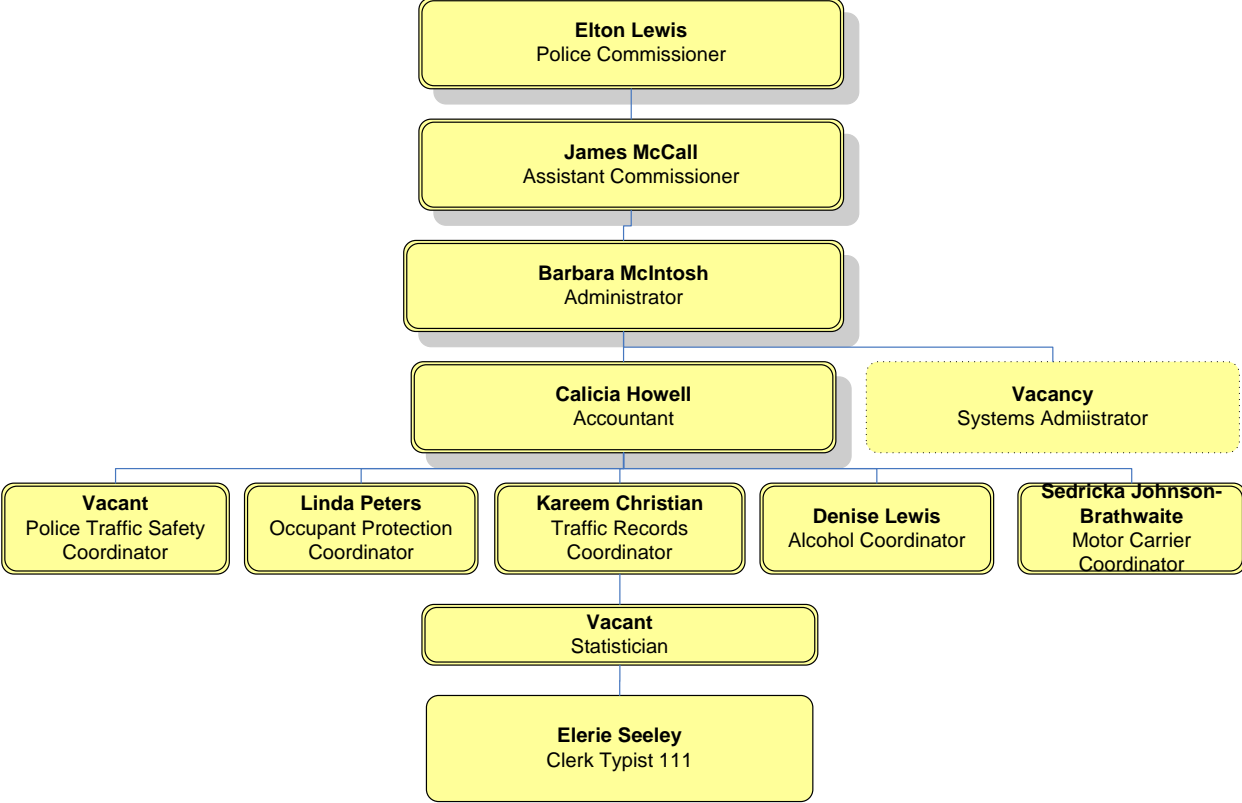
Systems Analyst-Vacant

Program Coordinator-Vacant

Statistical Clerk-Vacant

Organizational Chart

Organizational Chart
The Virgin Islands Office of Highway Safety



THE HIGHWAY SAFETY PLANNING PROCESS

PROCESS DESCRIPTION

The 2007 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-2007 HSP, are continuation projects from the prior year. Continuation projects are given a high priority in order to allow them to achieve full implementation.

The process of developing the HSP begins early in the calendar year proceeding the federal fiscal year. 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 the coordinators. The problem identification process includes goals, performance measures and strategies. VIOHS staff analyzes traffic safety data and information available from the Police Department, and VIOHS. 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.

The process for selection of new projects during fiscal year 2007 will involve the following steps:

- 1 Problem Identification
- 2 Established Goals
- 3 Proposals solicited and/or reviewed;
- 4 Develop funding recommendations
- 5 Draft Highway Safety Plan
- 6 HSP finalized after necessary approvals;
- 7 Conduct onsite review
- 8 Approval of drafted project agreements
- 9 Conduct Pre-operational meetings

VIRGIN ISLANDS CRASH PROFILE

	2002	2003	2004	2005	2006
TOTAL CRASHES	5,656	5640	6399	6266	4685
MOTOR VEHICLE INJURIES	989	1468	1250	1252	921
TOTAL FATAL CRASHES	14	7	9	4	4
TOTAL FATALITIES	15	7	17	4	8
PEDESTRIAN FATALITIES	3	3	7	3	3
BYCYCLE FATALITIES	0	1	1	0	0
MOTORCYCLE FATALITIES	2	0	0	1	1
CAR SEAT & SEATBELT CITATIONS	2,345	3,010	4,911	4,592	3,974
IMPAIRED DRIVING CITATIONS	112	126	132	35	95

Planning and Administration

Program Overview

The Planning and Administration program are include those activities and costs necessary for the overall management and operations of the Highway Safety Office. These activities include:

- ◆ Identify the territory's most significant traffic safety problems;
- ◆ Prioritizing problems and developing methods for the distribution of funds;
- ◆ Developing the annual Highway Safety Plan (HSP);
- ◆ Selecting individual projects for funding;
- ◆ Evaluating accomplishments'
- ◆ Increasing public awareness and community support;
- ◆ Participating on the traffic Records Coordinating committee and task forces;
- ◆ Coordinating public information and education programs;
- ◆ Generally promoting and coordinating traffic safety in the Virgin Islands.

Goals and Performance Measures:

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

- ◆ To provide effective and efficient management to the Virgin Islands Highway Safety Programs.
- ◆ Provide the operation and administration of the Virgin Islands Highway Safety Program in compliance with territorial and federal laws, regulations and procedures.
- ◆ Ensure that the policies and procedures for the operation of the Highway Safety Programs are current.
- ◆ Maintain a system of training and development for Highway Safety Program staff and project personnel.
- ◆ To develop the annual Evaluation Report by December 31, 2007.
- ◆ To utilize all available means for improving and promoting the Virgin Islands traffic safety program.

Program Administration

	<p>Project Title: Program Administration</p> <p>Project Description: The funds will be used to administer the highway safety program for the US Virgin Islands. Funds will also be used to travel to conferences such as GHSA annual conference, Lifesavers, Regional Meetings and any other NHTSA sanctioned meetings, workshops or conferences.</p> <p>Project Cost: \$45,000.00</p> <p>Funding Source: Section 402 grant</p>

Impaired Driving (AL)

Problem Identification

The trends in the Virgin Islands total motor vehicle fatalities, alcohol related fatalities, and non-alcohol-related fatalities are shown Table 1. It is suggested that the alcohol related crash figures may be significantly higher; however, the law does not permit for testing all drivers involved in fatal crashes. Law enforcement efforts have not been as vigorous as planned, due in part to the lack of manpower to conduct field sobriety check points. Nonetheless the tables present a clear picture of the alcohol related traffic incidences that is cause for concern.

Table AI - 1 Alcohol -Related Crashes/Fatalities

	2003	2004	2005	2006
# Alcohol Related Crashes	26	37	50	49
# Alcohol-Related Injuries	14	19	21	18
# Alcohol-Related Fatalities	2	2	1	1

Performance Goals

- ◆ To reduce the number of alcohol related crashes by 10% from the four year average of 40% to 38% by the end of the fiscal year 2007, with a further 2% reduction by the end of fiscal year 2008.
- ◆ To increase the number of DUI arrest by 30% in 2006 and 2007.
- ◆ To provide DUI offenders with behavior modification training aimed at assisting offenders to be more accountable for their actions, make them aware of the societal consequences of their actions thereby reducing the number of incidents relating to driving under the influence of alcohol.

Performance Objectives

- ◆ To provide planning, coordination, monitoring, and evaluation of the Virgin Islands Impaired Driving Program
- ◆ To increase Territory-wide DUI enforcement(number of arrests/police visibility)
- ◆ To utilize the media to draw public attention to the territory's enforcement operations, and emphasize the risk of being caught and punished for driving under the influence.
- ◆ To provide territory-wide coordination of Standard Field Sobriety Testing (SFST) training and related training to law enforcement officers.
- ◆ To develop and distribute educational information to the general public and specific target groups identified as high risk.
- ◆ To assist in the acquisition of DUI-related enforcement equipment and training to support territory-wide DUI enforcement operations.

Planned Countermeasures

1) Project Title: Program Management

Project Description: The funds will be used for program operations including reporting, monitoring, technical assistance and development of plans and applications for alcohol related countermeasures. Funds will also be used to coordinate community education/prevention efforts about impaired driving and other related training as approved.

Project Cost: \$75,000.00

Project Funding Source:NHTSA 402 Grant

2) Project Title: DUI Enforcement

Project Description: The Virgin Islands Police Department will conduct field sobriety checkpoints and DUI initiatives, during national mobilizations and identified local holidays when alcohol consumption is highest. There will be a minimum of ten sobriety check points throughout the year. Funds will also be used for related training and equipment purchases as approved.

Project Cost: \$300,000.00

Project Funding Source: NHTSA 402 Grant

Occupant Protection (OP) & Child Passenger Safety (CPS)

Problem ID

Programs designed to increase safety belt use remain a high priority in the Virgin Islands. Between 2004 and 2006, the safety belt usage rate in the Virgin Islands increased from 87% in 2004 to 93% in 2006. In the same time period, the nationwide rate increased from 80% to 82%. The Virgin Islands use rate exceeded the national use rate each year. Table OP-1 below details injuries due to motor vehicle crashes. In 2003, there were 7 people killed in crashes in the Virgin Islands. In 2006, total injuries were 921.

Table OP-1 Injury Severity Trends

Year	Total Injuries	Belted	Unbelted
2003	1468	342	18
2004	1250	371	16
2005	1252	477	19
2006	921	302	12

Table OP-2-Territory wide Observational Survey

Year	2004	2005	2006
Usage Rate Territory wide	87%	89%	93%

Performance Goals

- ◆ To reduce the percentage of serious (fatal and A) injuries resulting from motor vehicle crashes from 921 in 2006 to 500 in 2008.
- ◆ To increase the use of child restraint devices for children 0-4 years old and to encourage the use of restraint devices for children over 4 years old.

Performance Objectives

- ◆ To increase the safety belt usage rate (observations) from 93% in 2006 to 98% in 2008.
- ◆ To increase correct child safety seat usage.

Planned Countermeasures

1) Project Title: Occupant Protection Program Management

Project Description: Occupant Protection Program Administration will include the coordination of activities and projects that promote the usage of restraint systems, and the enforcement of same. Administration also include the development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Highway Safety Administrator and the North Eastern NHTSA Regional Office. Additionally, program administration will include monitoring project activity, preparing and maintaining project documentation, and evaluating task accomplishments. Funding will be provided for personnel services, employee-related expenses, professional and outside services, travel, materials, supplies, and other related operating expenses.

Project Cost: \$100,000.00

Project Funding Source: NHTSA 402 Grant

2) Project Title: Occupant Protection Public Information and Education

Project Description: This project provide for professional and outside services, materials and supplies, as well as other related expenses to assure a comprehensive statewide public information and education “Click it or Ticket” program for adult occupant protection.

Project Cost: \$20,000.00

Project Funding Source: NHTSA 402 Grant

3) Project Title: Child Passenger Safety Workshop

Project Description: Program Administration will plan, coordinate and implement a one-day Child Passenger Safety Informational Workshop for all certified technicians territory wide for the purpose of providing he latest available information on changes and updates in the certification process. This includes curriculum approved practices, child safety seat and booster seat engineering hardware.

Project Cost: \$15,000.00

Project Funding Source: NHTSA 402 Grant

4) Project Title: VI Office of Highway Safety (VIOHS) Child Restraint Program

Project Description: The program will address non-use and incorrect use of child safety seats and booster seats. VIOHS will continue to implement child passenger services in a standardized, comprehensive and systematic way. This will include the establishment of child safety fitting stations (5), quality management system for fitting stations, community-based check-ups, certification training and continuing technical education and training. VIOHS will use grant funds to purchase child safety seats for the fitting stations.

Project Cost: \$40,000.00

Project funding Source: NHTSA 402 Grant

5) Project Title: Virgin islands Police Department Seatbelt Enforcement Program

Project Description: The VIPD will enforce the mandatory seat belt law using overtime funded by the 405 grant. This is to supplement their 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

Project Cost: \$250,000.00

Project Funding Source: NHTSA 405 Grant

Police Traffic Services

Problem ID

Among all types of crashes in the Virgin Islands during 2003-2006 there were five predominant contributing factors: following too closely, failure to yield the right of way, speeding, and violating traffic controls. In fatal crashes, a greater variety of driver errors contributed to crash causalities.

Table PT-1 Contributing Factors in Crashes

	2003	2004	2005	2006
Failure to grant right of way	615	488	406	319
Following to closely	302	330	279	378
Improper reversing	198	343	228	246
Improper turning	86	63	104	89
Exceeding reasonably safe speed	146	154	100	112

Over the four year period from 2003-2006, the greatest proportion of injuries and fatalities occurred on roads with a posted speed limit of 30 per hour. Details are included in Table PT-2

Table PT-2 Injuries and Fatalities by Posted Speed Limit

Posted speed limit	2003	2004	2005	2006
30 mph or less	24	34	23	31
30 or 40 mph	12	19	7	24
45 or 50 mph	4	0	3	6
55 mph	41	35	22	33
Unknown	65	46	45	18

Among the drivers involve in fatal crashes and injuries in the VI, the proportion traveling in excess of 40mph was for drivers ages 21-34 than for any other age group.

Table PT-3 Drivers involved in Crashes travel speed, by age

Posted speed limit	16-20	21-34	35-44	45-54
<30 mph	5	14	6	3
30- 45 mph	7	9	4	1
46 – 55	12	6	17	6
Unknown	1	3	1	1

Performance Goals

- ◆ To reduce the percentage of speed-related fatal crashes and injuries to 30% by the end of calendar year 2007.
- ◆ To reduce the high level of crashes due to the Virgin Island’s five predominant contributing factors as referenced in Table PT-1, by 30% with an emphasis on speeding.

Performance Objectives

- ◆ To provide planning, coordination, and evaluation for projects funded under the Police traffic Services Program.
- ◆ To increase enforcement of violations that result in the majority of the Territory’s crashes, and to assist the VI Police Department with traffic enforcement resources such as equipment, training and overtime funding.
- ◆ To assist the VIPD with traffic safety public awareness efforts.
- ◆ To provide the resources necessary to support territory-wide law enforcement training.

Planned Countermeasures

1) Project Title: The Virgin Islands Police Department Speed and Crash Enforcement

Project Description: To reduce the number of motor vehicle collisions resulting in fatalities and injuries caused by speeding drivers. VIPD will conduct approximately 24 high visibility speed checkpoints. Funds will be used to purchase 7 laser radar units, 4 traffic patrol cars, training, 2 intoxilyzers machines and related supplies, diagramming software to map accident scenes and training for traffic investigators to efficiently perform their duties. Law enforcement will also be participating in operation “Arrive Alive it’s only? Square Miles”, 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 program. A Program Coordinator will be hired this fiscal year to assist in the accomplishment of program task

Project Cost: \$300,000.00

Project Funding Source: NHTSA 402 Grant

Traffic Records Program Area Program

Problem Identification

The highway safety performance-based program planning process is dependent upon timely, accurate and complete traffic records data. Significant action has taken place to improve parts of the traffic records system in the Virgin Islands, although much remains to be accomplished. Data improvements are being made in areas related to electronic data capture, citation tracking, and FARS. The current data analysis method is cumbersome and time consuming, therefore, software will have to be acquired to interface with the current database to accomplish data analysis tasks.

The Virgin Islands Traffic Records Coordinating Committee (TRCC) which comprise of representatives from key agencies within the traffic system, have identified critical areas that must addressed in order for data capture and analysis to be done effortlessly.

Performance Goals

- ◆ To develop and implement a crash data system which can deliver timely, complete and accurate motor vehicle crash data to all users.
- ◆ To design, develop and implement a traffic citation/ adjudication data subsystem which can deliver traffic citation and adjudication on data in a timely fashion to all users by the year 2008.
- ◆ To make available to stakeholders complete traffic information, to aid in their resource allocation and decision making process.

Performance Objectives

- ◆ To reduce the backlog of police crash reports to three months by the end of 2007.
- ◆ To implement a new territory-wide motor vehicle crash file (data warehouse) by the end of 2007.
- ◆ To complete the redesign of the driver licensing, motor vehicle registration and driver history files and transition these files to a relational database environment by the end of 2008.
- ◆ To promote the electronic field data capture of crash and citation incident reporting including, a review of the Police Department's incident reporting form, to as to the extent possible include the element so the MMUCC elements.
- ◆ Seek a user friendly data analysis software tool, to provide users with the capability to answer questions within minutes, and provide more in-depth capabilities to aid in the process of problem identification.
- ◆ Update the VITRD crash report, and facilitate the move towards full electronic reporting, but realizing the need to maintain a paper form as well.
- ◆ Update the VITRD instruction manual and provide "train-the-trainer" workshops for the Police Department, so that officers can train their peers to use the application.

Planned Countermeasures

- ◆ Goals and objectives listed above will be accomplished through the use of section 408 funds once approved by NHTSA and section 406 funds.
- ◆ Specifically 406 funds will be used to allow for the full adoption of the VI Traffic Records Database, by the Police Department. Currently the application is only being used by the traffic officers.
- ◆ Section 406 funds will also be used to integrate a user friendly analysis software (to be identified) into the database the equipment and training necessary for the entire police department to capture traffic crashes electronically.
- ◆ The integration of the Bureau of Motor Vehicle (BMV) driver and vehicle files into the VI Traffic Records Database. Integration of the BMV files will allow the officers to scan the vehicle or drivers information into the database to populate the necessary fields into the traffic report, and to provide real time information for officers on patrol.
- ◆ Provide funding for a Coordinator to assist in the full development of the traffic records Program. This contract will include planning, program implementation, monitoring and evaluation of traffic records activities.
- ◆ Section 408 funds will be used to address those area listed in the application made to NHTSA in June 2006.
- ◆ Section 402 funds will pay for a NHTSA sanctioned traffic records assessment that will be conducted in January of 2007.

Project Cost: \$345,000.00

Project Funding Source: 65, 000.00 NHTSA 402 grant

\$281, 000.00 NHTSA 406 grant

Youth Alcohol

Problem Identification

The Virgin Islands Department of Health Division of Mental Health, Epidemiology Work Group, convene a study in 2006 to assess the behavior of Virgin Islands youths as it relates to their overall social, personal and interpersonal behaviors and attitudes. The idea was to get a sense of where our resources should be focused as it relates to our youths and what countermeasures should be put in place to minimize the exposure to the risk factors that lead to undesirable behaviors, attitudes and possibly failures in our society.

The survey was administered to approximately 60% of the VI public high school population in June, 2006. Four public high schools, two in each district were chosen

- St. Croix School District
 - St. Croix Central High School
 - St. Croix Educational Complex
- St. Thomas/St. John School District
 - Charlotte Amalie High School
 - Ivanna Eudora Kent High School

The following survey items were included in the survey; however, for the purposes of this plan we will focus on alcohol. The entire survey results showed that alcohol use and availability was the highest risk factor in the personal safety indicators and the substance abuse indicators.

	<u># of items</u>
– Demographics	10
– Personal safety	14
– Bullying	2
– Suicidal feelings	4
– YRBS substance use indicators	23
• Alcohol , tobacco, marijuana	
• Cocaine, inhalants, other drugs	
– Sexual behavior	7
– Attitudes/perceptions re substances	12
– Behaviors, attitudes and assets	<u>40</u>
	112

2006 Youth Risk Behavior Survey

Survey Sample* Demographics is compared to CDC YRBS prior survey years and compared to VI Public High Schools**

	<u>male</u>	<u>female</u>	<u>9th</u>	<u>10th</u>	<u>11th</u>	<u>12th</u>	<u>African Amer.</u>	<u>Hispan./ Latino</u>	<u>White</u>	<u>All other races</u>	<u>Multiple races</u>
YRBS 2001	43.3	56.7	26.7	30.3	24.0	19.0	81.4	14.5	0.5	1.8	1.7
YRBS 2003	43.3	56.1	33.7	29.3	20.6	15.8	79.4	16.5	0.4	1.9	1.0
YRBS 2006	42.2	57.8	35.1	24.2	24.1	16.6	82.0	11.0	0.7	1.3	5.0
VI Public HS**	46.9	53.1	36.4	23.1	19.6	19.8	89.9	11.7	0.4	0.4	NA

Subset of public high school students with valid sex, race and grade data

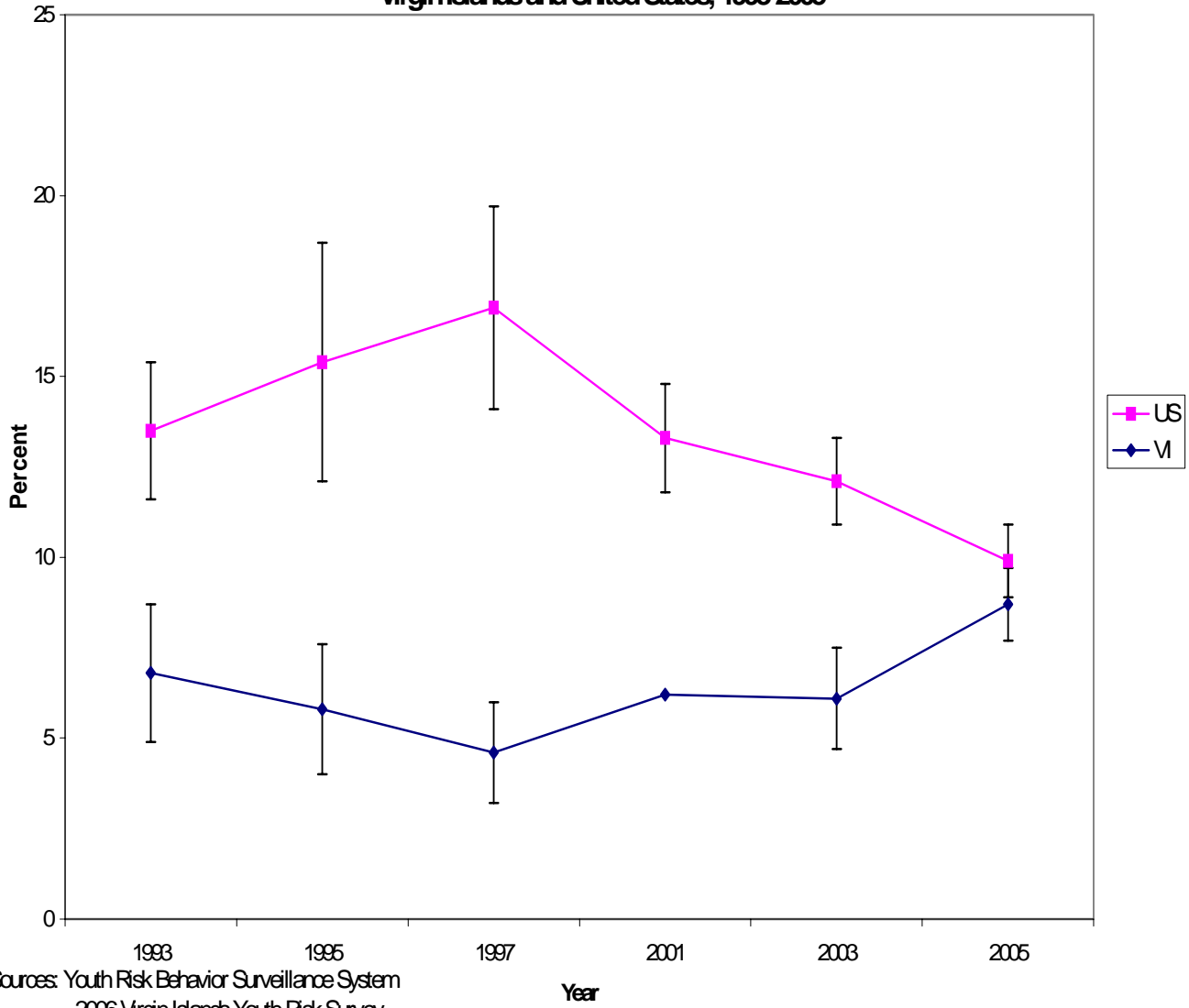
**Student total in, sex, & grade data from mailing list for Youth Survey administration; race data from NCES 2002-2003

Numbers are percentages.

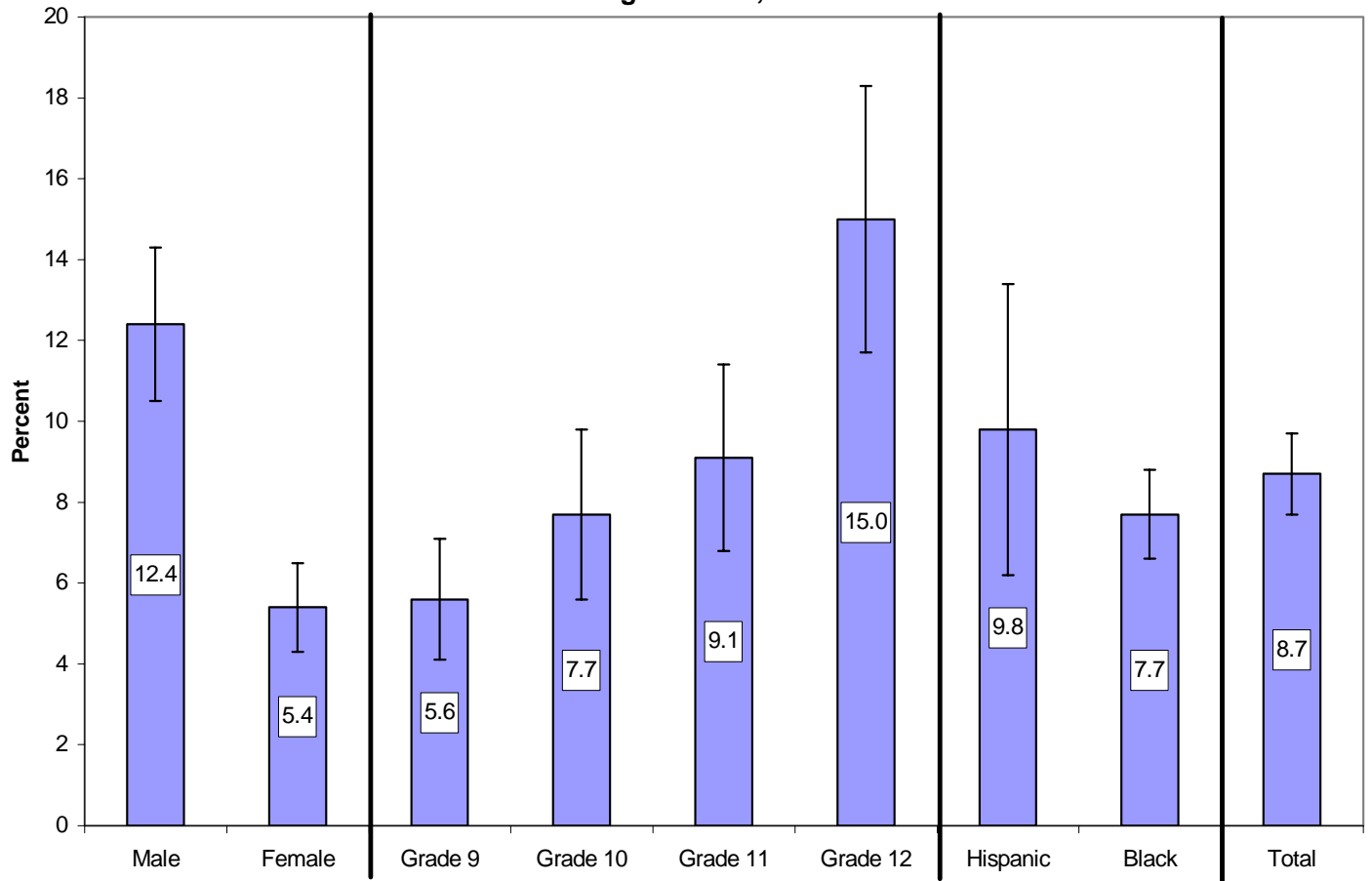
Personal Safety Indicators

The following graphs and trend data shows the percentages of youths in grades 9-12, of all races, and gender who either drove after drinking or was a passenger with a drinking driver.

**Driving After Drinking among Youths in Grades 9-12
Virgin Islands and United States, 1993-2005**

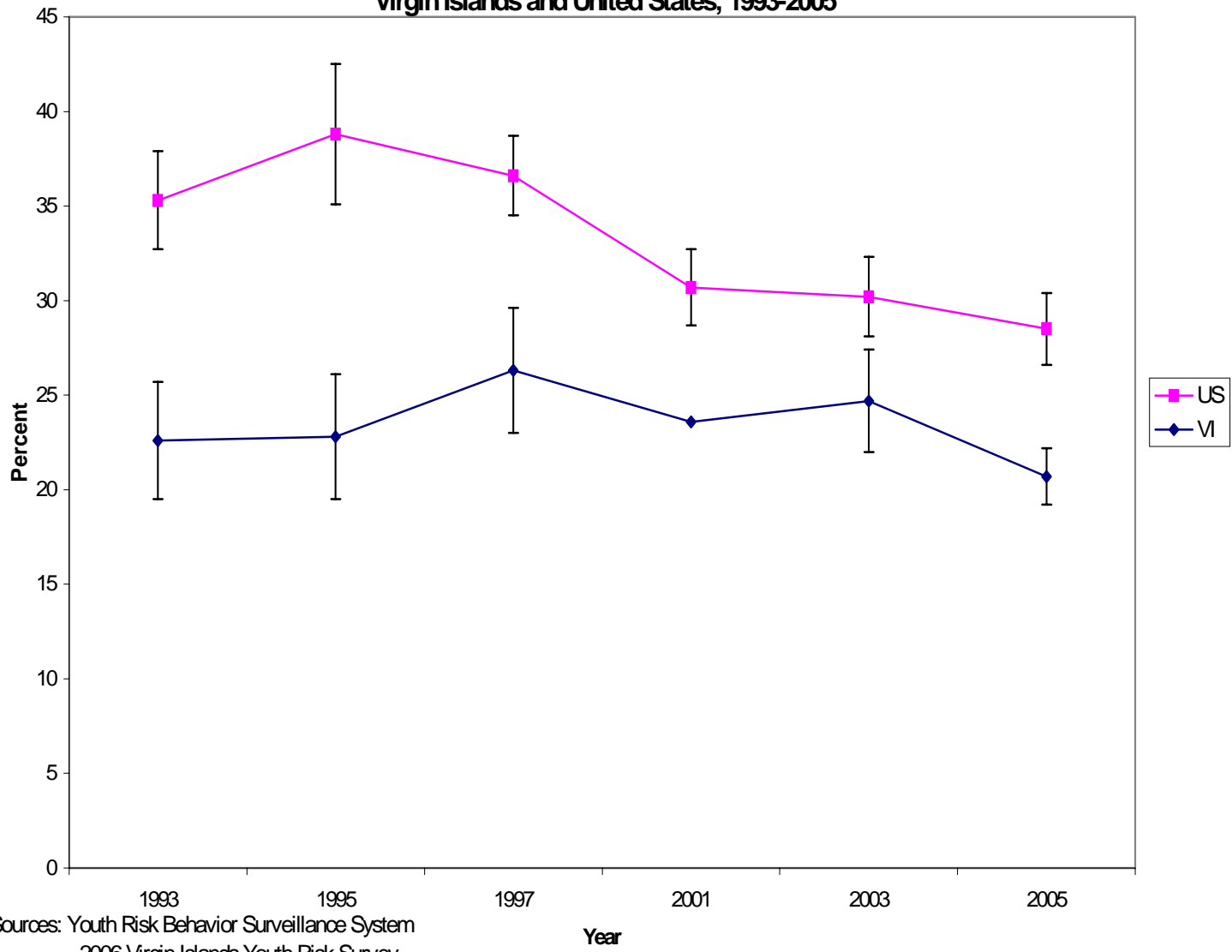


**Driving After Drinking among Youths in Grades 9-12
by Gender, Grade, Race/Ethnicity, and Overall
Virgin Islands, 2006**

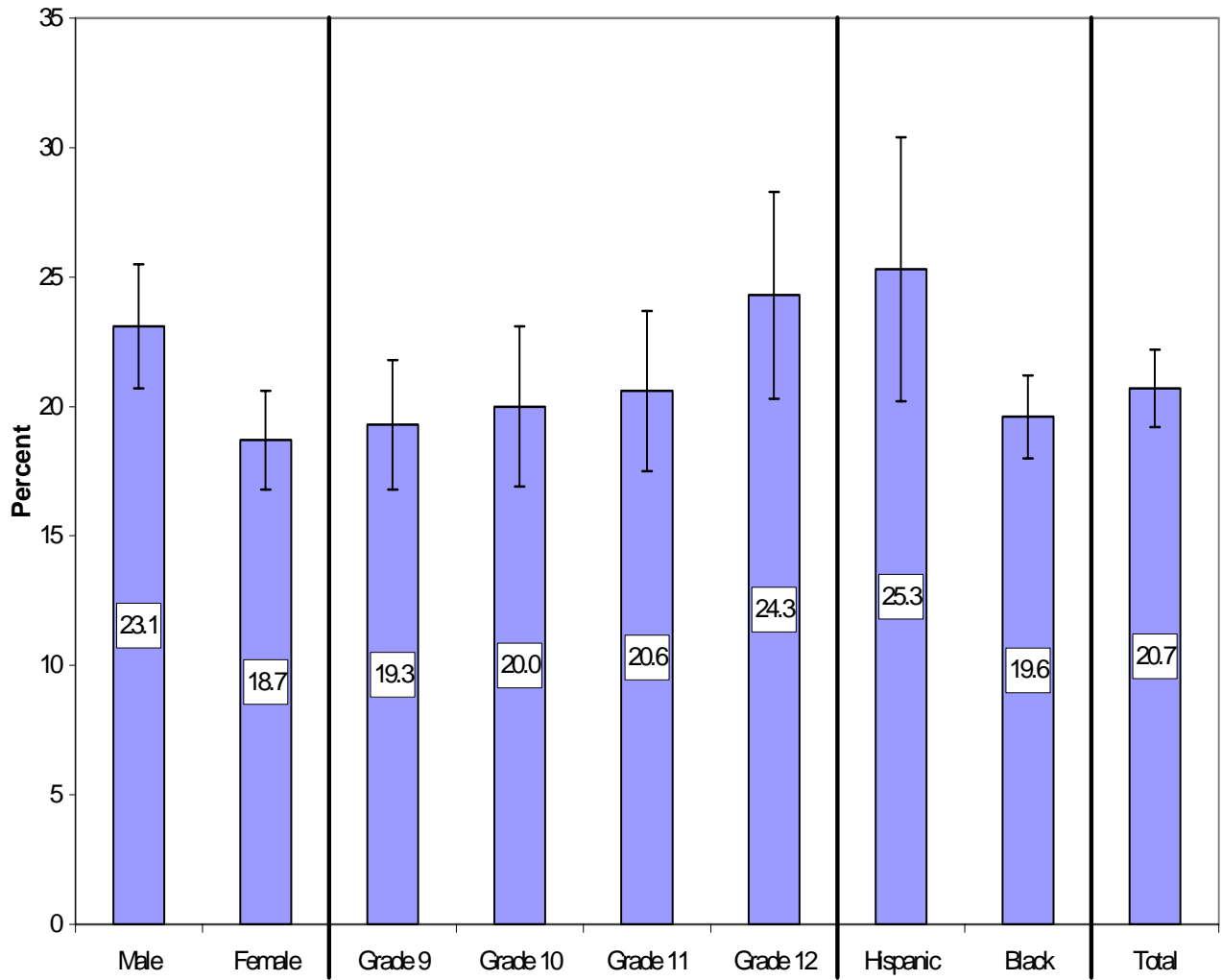


Source: 2006 Virgin Islands Youth Risk Behavior Survey

Youths in Grades 9-12 Reporting being a Passenger with a Drinking Driver Virgin Islands and United States, 1993-2005



**Youths in Grades 9-12 Reporting being a Passenger with a Drinking Driver
by Gender, Grade, Race/Ethnicity, and Overall
Virgin Islands, 2006**

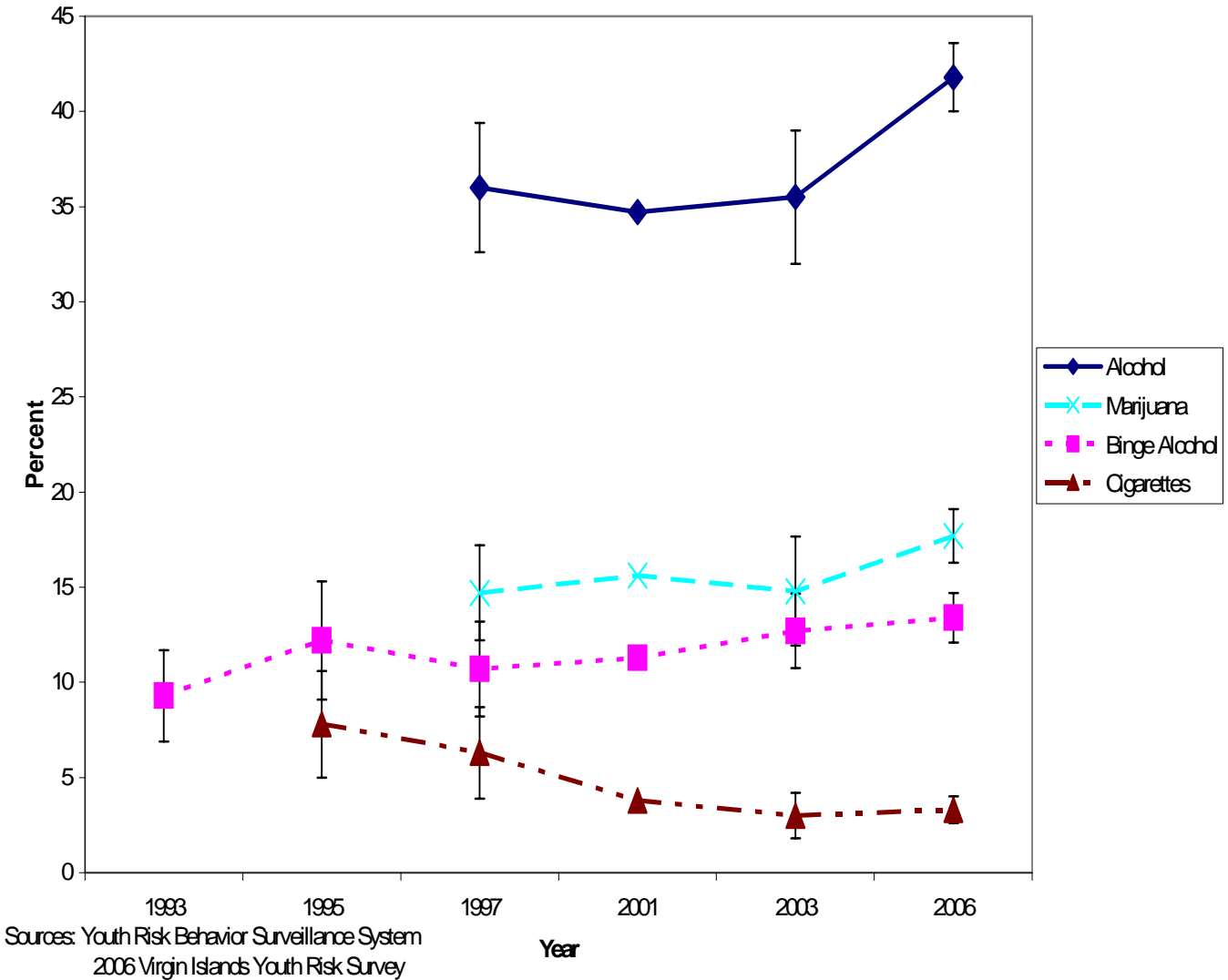


Source: 2006 Virgin Islands Youth Risk Behavior Survey

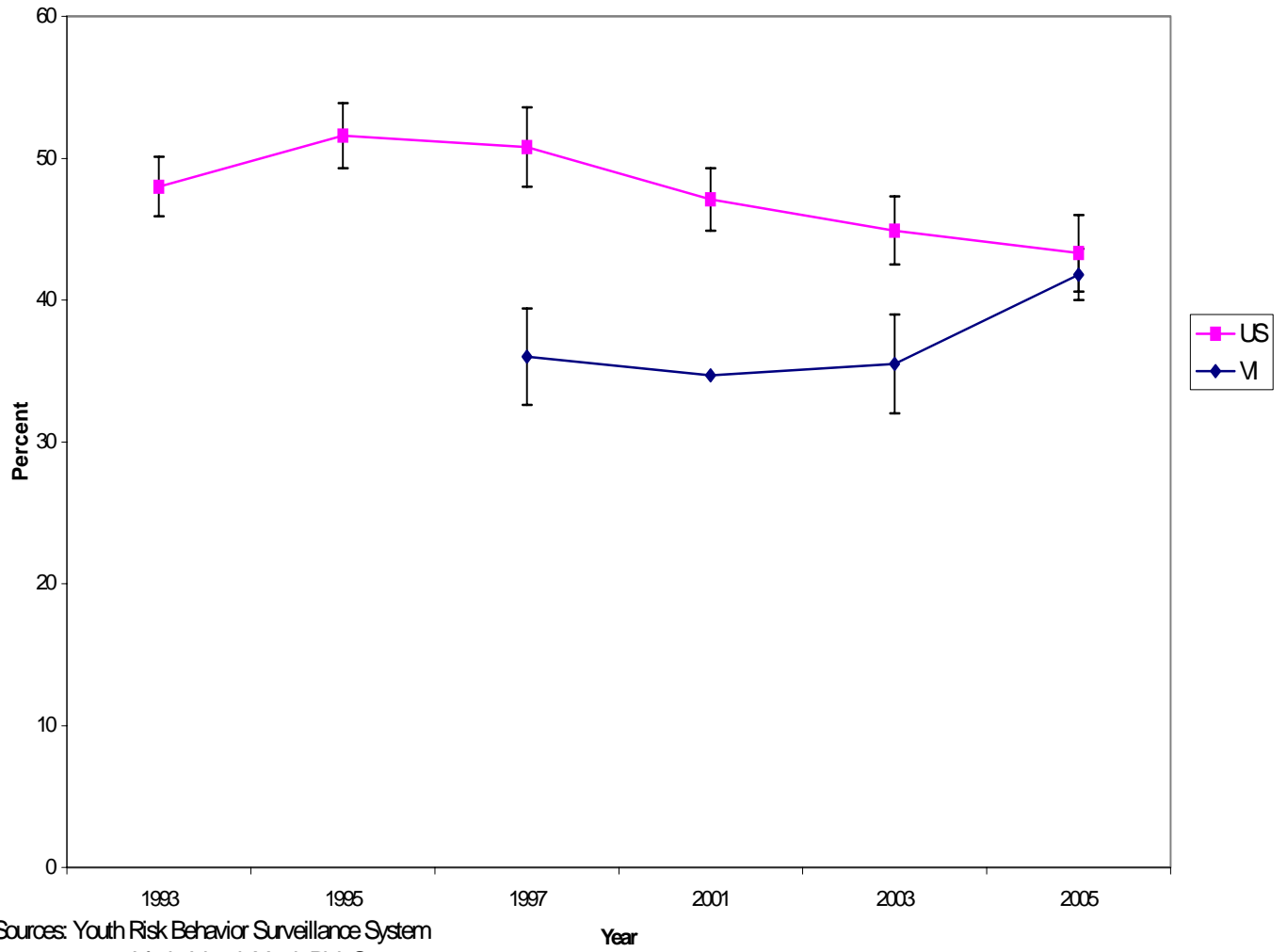
YRBSS Substance Use Indicators

Students were asked to report on the dosage and frequency of substance use. The substances were Alcohol, Tobacco, and Marijuana and other illicit drugs. The dosage and frequency choices were Current use (past 30 day); early use (before age 13); 5 or more drinks on a single occasion (binge alcohol use); and life time use of illicit drugs.

**Past 30 day Substance Use among Youths in Grades 9-12
Virgin Islands, 1993-2006**

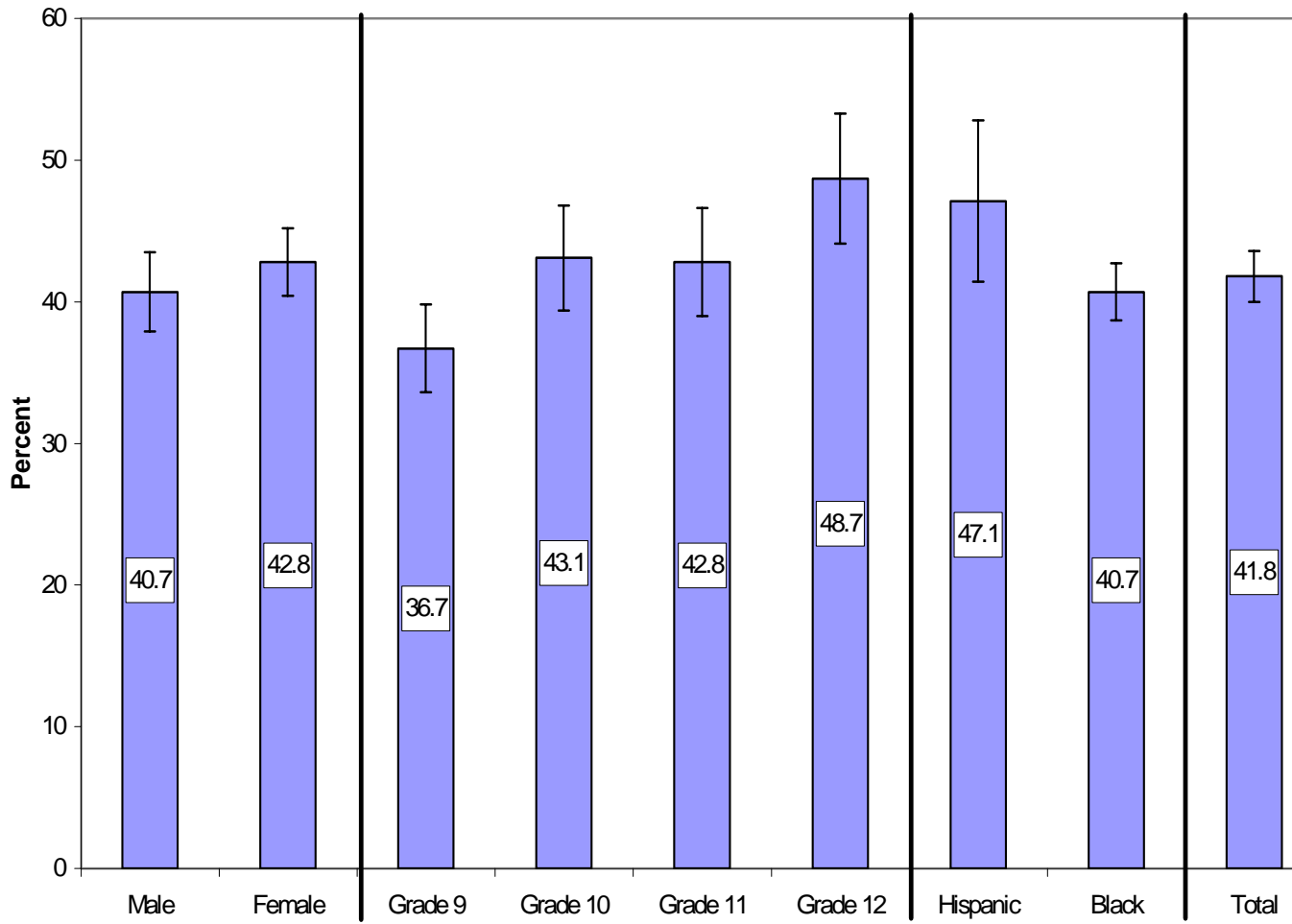


Past 30 Day Alcohol Use among Youths in Grades 9-12 Virgin Islands and United States, 1993-2005



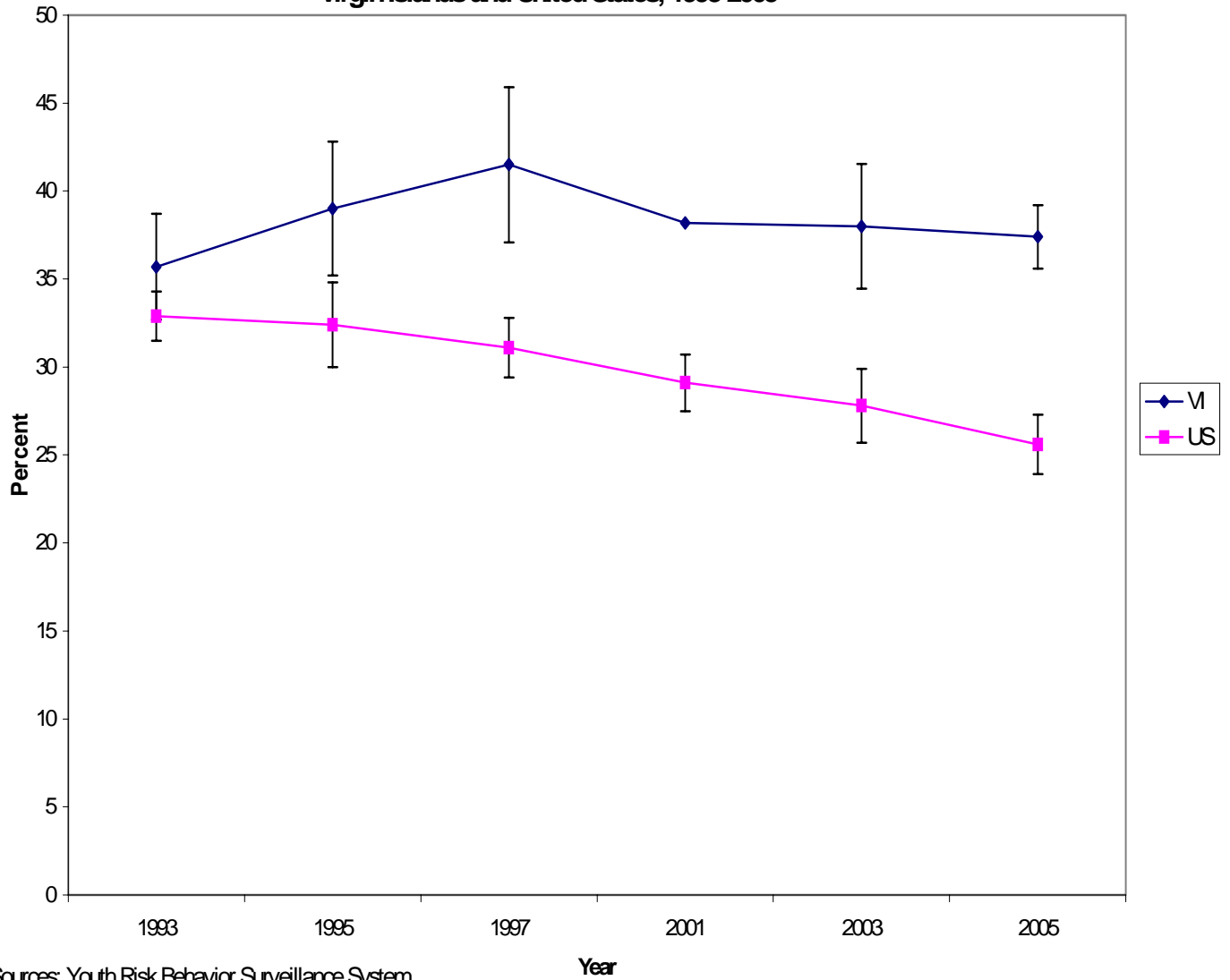
Sources: Youth Risk Behavior Surveillance System
2006 Virgin Islands Youth Risk Survey

**Past 30 Day Alcohol Use among Youths in Grades 9-12
by Gender, Grade, Race/Ethnicity, and Overall
Virgin Islands, 2006**



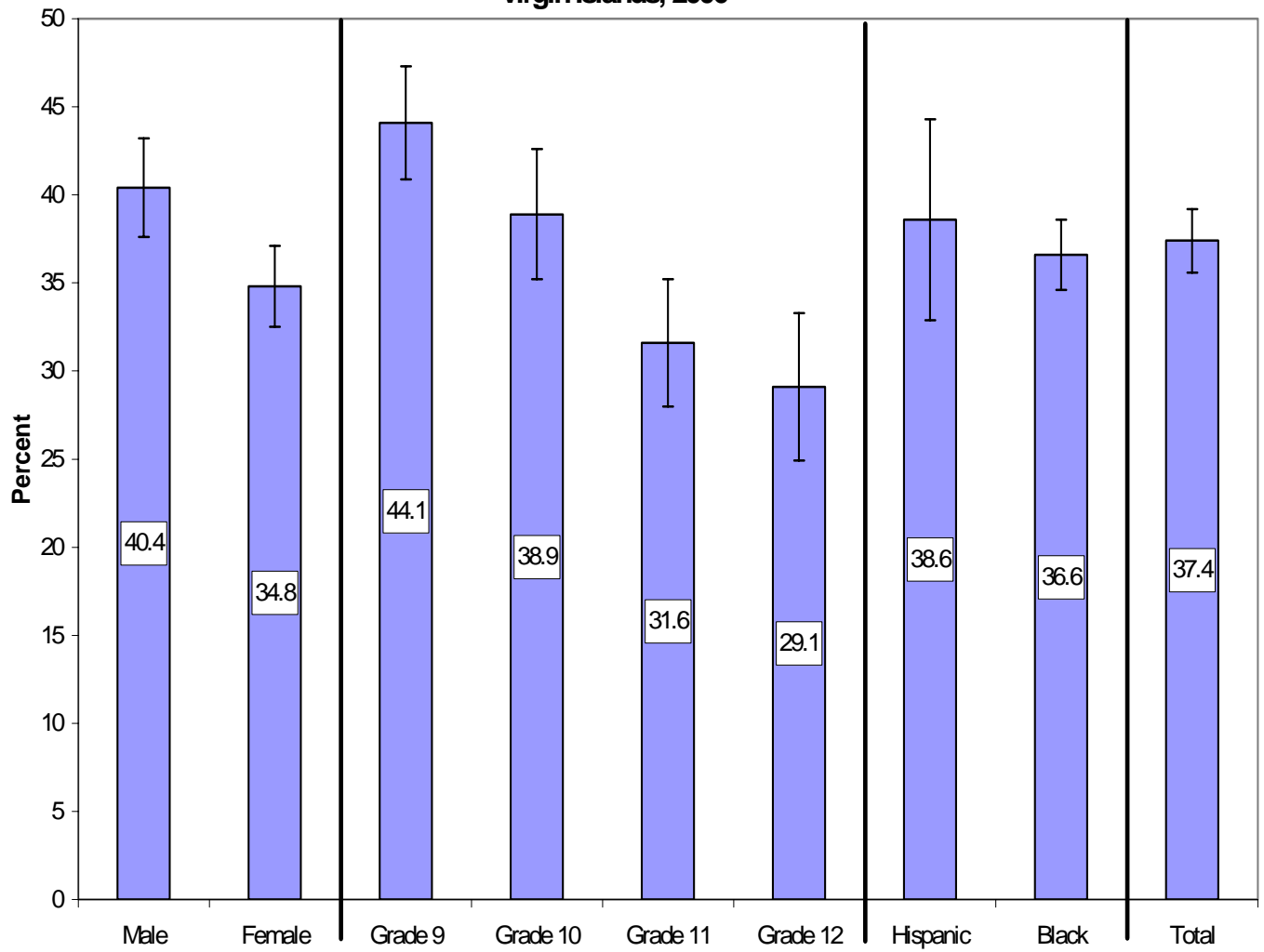
Source: 2006 Virgin Islands Youth Risk Behavior Survey

First Tried Alcohol Before Age 13 among Youths in Grades 9-12 Virgin Islands and United States, 1993-2005



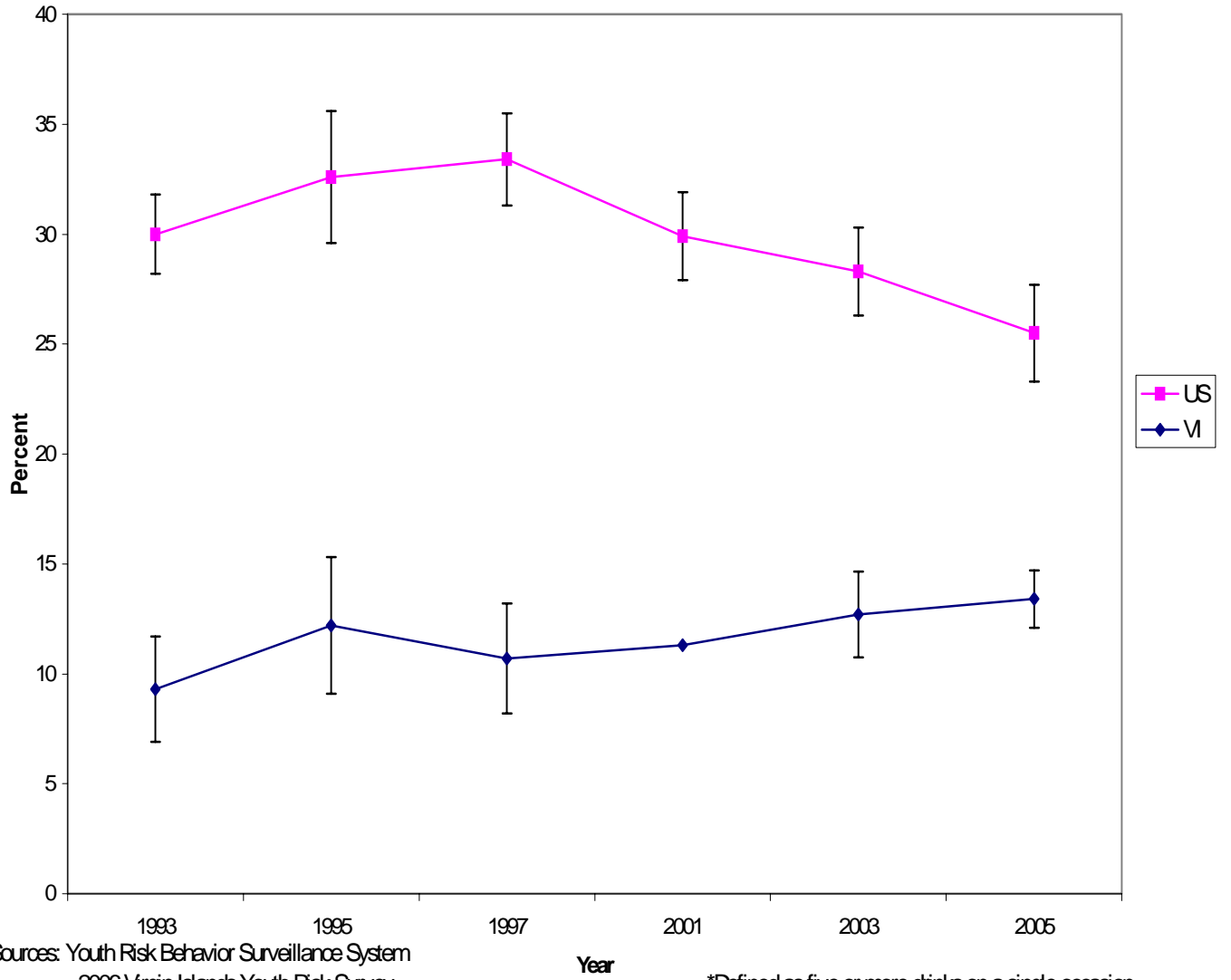
Sources: Youth Risk Behavior Surveillance System
2006 Virgin Islands Youth Risk Survey

**First Tried Alcohol Before Age 13 among Youths in Grades 9-12
by Gender, Grade, Race/Ethnicity, and Overall
Virgin Islands, 2006**



Source: 2006 Virgin Islands Youth Risk Behavior Survey

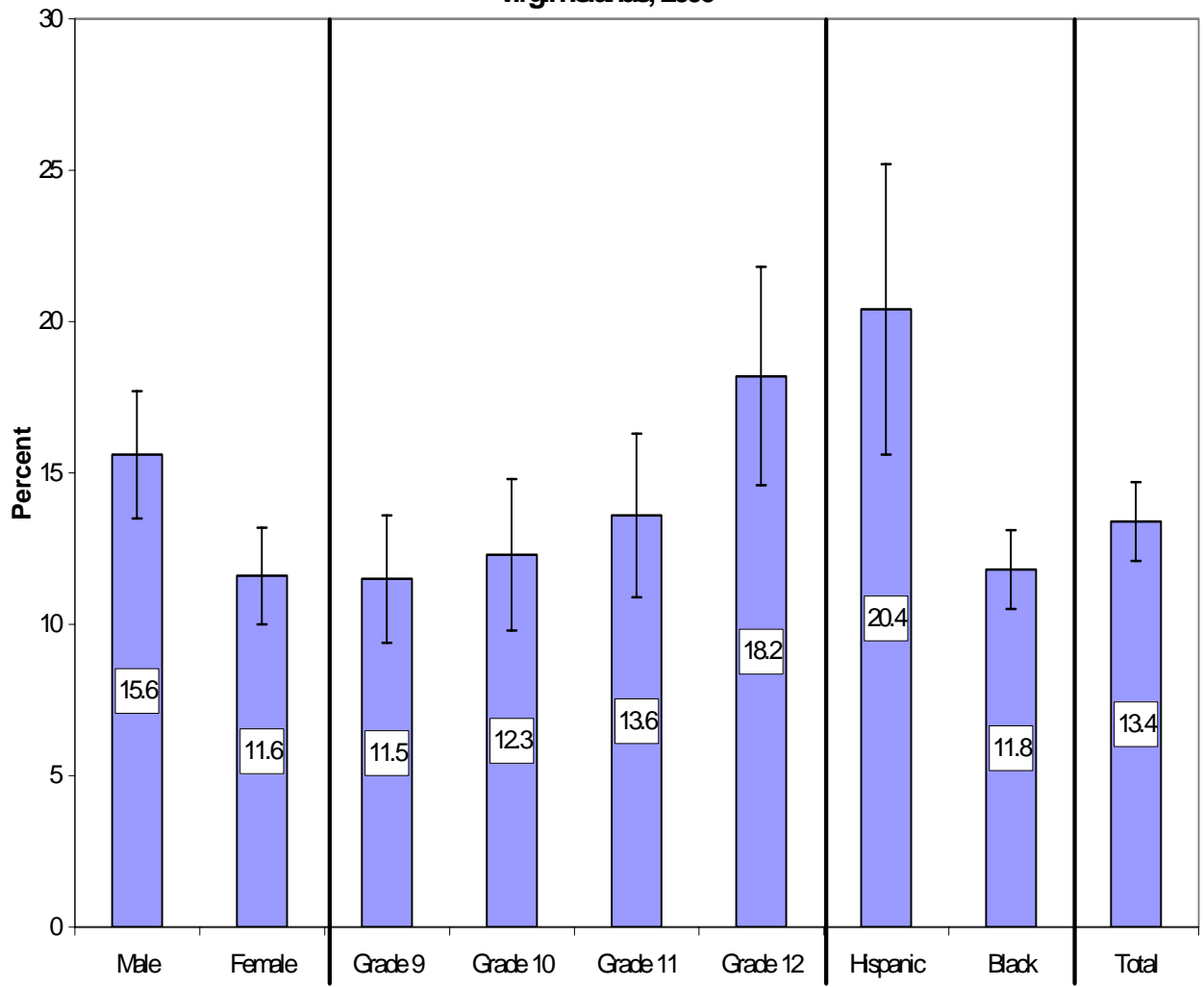
**Binge Alcohol Use* among Youths in Grades 9-12
Virgin Islands and United States, 1993-2005**



Sources: Youth Risk Behavior Surveillance System
2006 Virgin Islands Youth Risk Survey

*Defined as five or more drinks on a single occasion

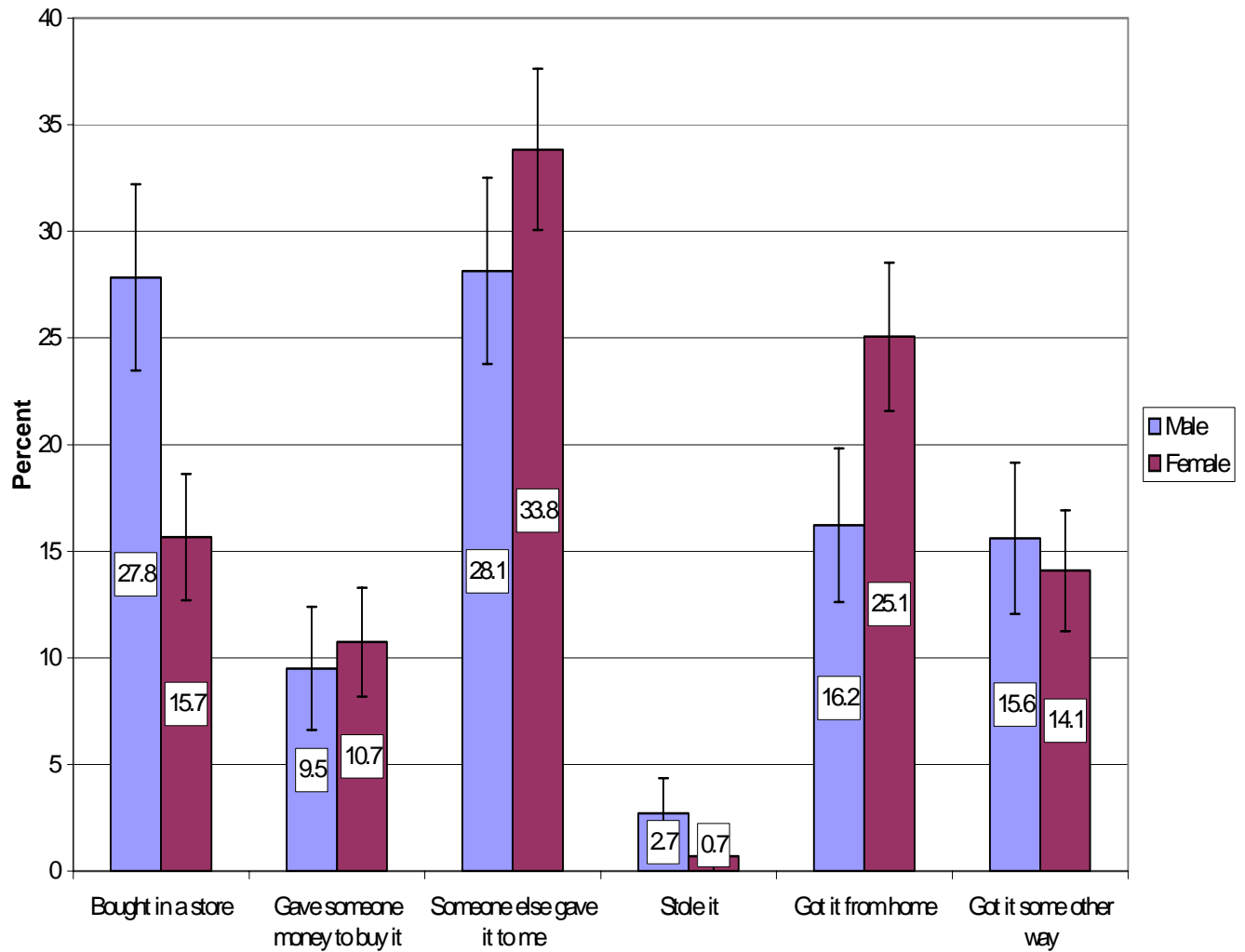
**Binge Alcohol Use* among Youths in Grades 9-12
by Gender, Grade, Race/Ethnicity, and Overall
Virgin Islands, 2006**



Source: 2006 Virgin Islands Youth Risk Behavior Survey

*Defined as five or more drinks on a single occasion

**Means of Obtaining Alcohol Among Youths who Drank in Past 30 Days
by Gender, Virgin Islands, 2006**



Source: 2006 Virgin Islands Youth Risk Behavior Survey

Alcohol Use Summary

- From 2003 to 2005, past 30 day use and drinking and driving appear to be steady or declining in the US but increasing in the VI
- VI youth are more likely than US youth to try alcohol before age 13
- This early use does *not* translate into higher rates of current use, binge use, drinking and driving, or being a passenger with a drinking driver, compared to US youths
- Males report first using alcohol before age 13 more often than females
- Ninth graders report first using alcohol before age 13 more often than other student groups
 - Possible response bias (increased reporting accuracy at younger age)
- Binge alcohol use rates appear to be higher among males vs. females and Hispanics vs. African Americans

Performance Goals

- ◆ To reduce the percentage of youths in the 9-12 grades, that drinks alcohol.
- ◆ To reduce percentage of youths between the ages of 16-18 that drink and drive
- ◆ To reduce the percentage of youths age 13 and under that consume alcohol
- ◆ To diminish teen access to alcohol through education and enforcement, programming and collaborative efforts with prevention partners.

Performance Objectives

- ◆ To develop and distribute educational information to the general public and specifically youths in grades 9-12
- ◆ To collaborate with other law enforcement and regulatory agencies and community groups, in carrying out enforcement and public information/education efforts directed at the prevention of underage alcohol purchase and youth impaired driving.

Planned Countermeasures

Program Description: The Police Department will partner with the Department of Licensing and Consumer Affairs to conduct sting operations on businesses that sell alcohol to minors, through the use on consenting individuals (minors). Funds will be used to pay for overtime and for other related project activities such as training, monitoring and reporting. Funds will also be used to coordinate community education/prevention efforts about the dangers of under age drinking and driving. If funding permits, the SADD chapter on St. Thomas will be the recipient of a small grant to support their computer learning lab and other appropriate alcohol related countermeasures.

Program Budget: \$150, 000.00

Program Funding Source: NHTSA 402 grant

Behavior Modification Intervention

Program Overview

The Division of Mental Health is proposing to utilize grant funds to re-train their counseling staff so that they can provide Behavior Modification training to offenders. This program is sanctioned by the Superior court and will be used as part of the sentencing guidelines.

Goals and Performance Measures:

- ◆ To change the behaviors and attitudes of offenders as it relates to DUI, thereby reducing the incidences of drunk driving.
- ◆ To reduce the number of repeat offenders and hold offenders accountable for their actions.

	<p>Project Title: Behavior Modification Intervention</p> <p>Project Description: The funds will be used to provide refresher training to counselors at the Division of Mental Health, to provide DUI offenders with Behavior Modification re-training. This will be done as part of the offender's sentencing guidelines</p> <p>Project Cost: \$75,000.00</p> <p>Funding Source: Section 402 grants and will be included in the Alcohol Program Area for purposes of the Highway Safety Program Cost Summary.</p>

State Certifications

Revised 8/25

STATE CERTIFICATIONS AND ASSURANCES

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

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

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;

- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments

- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations

- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs

- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs

- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

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

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

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

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

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

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

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

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

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

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

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

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b) Establishing a drug-free awareness program to inform employees about:
 - 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 (23 USC 101 Note) which contains the following requirements:

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

POLITICAL ACTIVITY (HATCH ACT).

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of

Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, 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.

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).

Governor's Representative for Highway Safety

Date

Virgin Islands Program Cost Summary



O.M.B. No. 2127-0003
(Expires 9/30/01)

U.S. Department of Transportation
National Highway Traffic Safety
Administration
Federal Highway Administration
HIGHWAY SAFETY PROGRAM COST SUMMARY
HS Form 217

State VI Number 5034-F5104-07 Date August 22, 2006

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs		Federal Share to Local	Current Balance
			Previous Balance	Increase/(Decrease)		
PA	45,000.00	-	0.00	45,000.00	100%	45,000.00
AL	375,000	-	0.00	375,000		375,000
OP&405	425,000	-	0.00	425,000		425,000
PT	300,000	-	0.00	300,000		300,000
TR&406	345,000	-	0.00	345,000		345,000
YA	150,000	-	0.00	150,000		150,000
PS	50,000			50,000		50,000
Total NHTSA	\$169,000.00		0.00	\$169,000.00		\$1,690,000

State Official Authorized Signature:

NAME: Elton Lewis
TITLE: Police Commissioner
DATE: _____

Federal Official Authorized Signature:

NHTSA -
NAME: _____
TITLE: _____
DATE: _____
Effective Date: _____

***VIRGIN ISLANDS OFFICE OF HIGHWAY SAFETY
PATRICK SWEENEY HEADQUARTERS
RR-02, KINGSHILL
ST. CROIX, U.S.V.I.***

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***ELTON LEWIS
COMMISSIONER***

***BARBARA MCINTOSH
ADMINISTRATOR***