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## INTRODUCTION

Every year the Virgin Islands Office of Highway Safety develops a comprehensive Highway Safety Plan that reflects the goals to reduce traffic crashes, injuries and fatalities on our roadways. 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. These strategies will include activities in the following areas:

- Reducing alcohol related deaths
- Increasing safety belt usage
- Increasing the proper use of child safety seats
- Reducing deaths attributed to speed and aggressive driving
- Decreasing ambulance response time to a Motor Vehicle Crash
- Reducing pedestrian deaths
- Monitor the 411 Data Program data collection on a effective and timely manner

- Due to the success of the programs implemented by VIOHS in reducing crashes, injuries and deaths, We've completed FY'03 with seven (7) fatalities a 53% decrease from FY'02 fifteen (15), this being the lowest fatality rate since 1997.
- Therefore, the 2005 HSP will expand on many of these activities and include new ones in the following areas:
  - **Occupant Protection**
    - ❖ Provide Occupant Protection Workshops in the community on a monthly basis.
    - ❖ Conduct Police and Nursery Staff training using the Operation Kids Curriculum,
    - ❖ Conduct Child Seat Safety surveys to determine usage rate.
    - ❖ Continue to raise awareness of the importance of seat belt use and child passenger restraint devices, through a P.I.&E. Campaign, Presentations, Outreach Fairs and Child Safety Seat Clinics.
  - **Alcohol Involvement**
    - ❖ A new program modeled after the Puerto Rico FIESTA underage drinking prevention program has begun in 2004 with training, and will be introduced into the schools during FY'05. The program will utilize students to teach a structured curriculum aimed at raising awareness and changing behaviors and attitudes toward drinking and driving. The curriculum has been developed by the Office of Highway Safety and targets youths between the ages of 11 through 18.
    - ❖ Partner with the National Guard Counter Drug program to include a block of instruction in their elementary and high school curriculum on the effects, dangers and consequences of driving under the influence of alcohol.

- ❖ During FY'05 VIOHS will continue to provide funding to the Department of Health 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.
- **Pedestrian Safety/Bicycle Safety**
  - ❖ Develop a comprehensive Pedestrian Safety Program
  - ❖ Promote Safety Campaigns - An AD agency will be contracted to develop a print and mass media campaign.
  - ❖ Conduct rodeos and safety workshops throughout the territory.
  - ❖ Hire a Coordinator to coordinate these activities.
- **Emergency Medical Services**
  - ❖ Continue to pay the salaries and training of three (3) EMS personnel in order to reduce response time to all calls.
- **Police Traffic Services**
  - ❖ Conduct Occupant Protection and Impaired Driving Enforcement Initiatives during all National Mobilizations
  - ❖ Speed Enforcement - Plans to conduct at least four enforcement waves per island during FY 2005.

- ❖ Purchase vehicles during FY'05 to increase traffic enforcement efforts.
- ❖ DUI enforcement-In addition to increased DUI enforcement operations, promote "Cellular 911" reporting of drunk drivers and use DUI specialty enforcement signs on police vehicles.
- ❖ Hire a Coordinator to coordinate these activities.

- **Roadway Safety**

- ❖ The Department of Public Works will purchase traffic signs, posts and the necessary equipment to install these devices. They will concentrate on areas with no signs and a high crash or incident rate.

- **Traffic Records**

- ✓ Traffic Records has purchased the necessary equipment to complete the data network. The computers that will be used to input the data on St. John has been purchased and will be installed in FY'05. The data entry person will also be trained to input the Traffic Crash Data correctly. Two computers have also been purchased for the St. Thomas Traffic Division; this will allow the two data entry clerks to enter the Traffic Crash Data everyday in a timely manner.

## **PROCESS DESCRIPTION**

The 2005 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-2005 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 preceding 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 problems identification by the agencies that have submitted proposals for funding consideration

The process for selection of new projects during fiscal year 2005 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

## **PLANNED ENHANCEMENTS TO THE CURRENT PROCESS**

The Virgin Islands Office of Highway Safety will continue to monitor the 411 Data Program to ensure that computerized the collection of data; as well as the networking system is providing the data effectively and timely.

Our goal is still to provide and install computers in all police vehicles so that traffic crash information and citations data can be collected in real time. At present due to a budgetary shortage laptops in the squad cars will not be able to become a reality. To circumvent this problem the 411 Data Program was able to purchase two computers for the St. Thomas Traffic Division and one for the St. John Traffic Division, this will allow these two agencies to input the data in real time through our VPN (virtual private network).

The current Data Committee will be organized to include those agencies that can provide meaningful data.

## **STATE CERTIFICATION 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 CRF 18.12.

Each fiscal year the State will sign these Certifications and Assurance statement 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 are not limited to, the following

- 23 USC Chapter 4 - Highway Safety Act of 1966 as amended;
- 49 CFR Part 18 - Uniform Administration Requirements for Grants and Cooperative Agreements to State and Local Governments.
- 49 CFR Part 19 - Uniform Administration Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and other Non-Profit 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.

### **Certification 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 U.S.C. 402 (b) (1) (A));

The political subdivision 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 U.S.C. 402 (b) (1) (B));

At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 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 U.S.C. 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));

Cash draw downs 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 draw down 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 or 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 Acts of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49CFR 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 49CFR Part 27); (d) the Age Discrimination Act of 1975, as amended, (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse office 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 provision 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 abuse 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 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 U.S.C. 101 Note), which contains the following requirements:

Only steel, iron and manufactured items produced in the United States maybe purchased with Federal Funds unless the Secretary of Transportations determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonable 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 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 Contract, Grants, Loans, and Cooperative Agreements

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

(1) No Federal appropriate funds have paid or will be paid, by or on behalf of the undersigned, to any person for influencing or influencing or attempting to influence an officer or employee of any agency, a Member of Congress, and officer or employees 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, and 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 awards documents for all sub-awards at all tiers (including subcontractor, sub-grant, and contracts under grants, loans and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

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

**RESTRICTION ON STATE LOBBYING:**

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

**CERTIFICATION REGARDING DEBARMENT AND SUSPENSION:**

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency’s determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participants learn 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 Definition 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 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 this 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 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 purposed 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 indicated 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 participants 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, 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 normally possess.
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 participants shall attach an explanation to this proposal.

### **ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2002 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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**Governor's Representative for Highway Safety**

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**Date**

## HIGHWAY SAFETY PROGRAM COST SUMMARY

**STATE: Virgin Islands**

**Number:0002/2005**

**Date: April 4, 2005 Budget Revision**

Program Area	Approved Program Costs	Basis for % Change	State/Local Funds	Federally Funded Programs				Federal Share to Local
				Previous Balance	Increase or (Decrease)	% change	Current Balance	
<b>PA-05</b>	<b>\$ 40,000</b>							
<b>AL-05</b>	<b>122,503.50</b>							
<b>EMS-05</b>	<b>85,907</b>							
<b>OP-05</b> (this include 405&2003 b)	<b>344,837</b>							
<b>PS-05</b>	<b>58,335</b>							
<b>PTS-05</b>	<b>189,750</b>							
<b>TR-05</b> (this included 411 Data Program)	<b>70,182.58</b>							
<b>Total</b>	<b>\$911,515.08</b>		<b>\$196,000</b>					

## **PLANNING AND ADMINISTRATION**

### **GOALS**

- 1 To provide effective and efficient management to the Virgin Islands Highway Safety Programs.
- 2 Provide the operation and administration of the Virgin Islands Highway Safety Program in compliance with territorial and federal laws, regulations and procedures.
- 3 Ensure that the policies and procedures for the operation of the Highway Safety Programs are current.
- 4 Maintain a system of training and development for Highway Safety Program staff and project personnel.
- 5 To develop the annual Evaluation Report by December 31, 2005.
- 6 To utilize all available means for improving and promoting the Virgin Islands traffic safety program.

### **PROBLEM**

- ✓ Insufficient personnel to run programs
- ✓ Hiring freeze in the Virgin Islands

### **MAJOR IMPROVEMENT OPPORTUNITIES:**

- ✓ Use of Highway Safety funds not affected by freeze.
- ✓ Highway Safety staff received computer applications training and program specific training (VI Traffic Database).
- ✓ Program staff received NHTSA's program management training
- ✓ The VIOHS website was built and will be posted at the end of September.([www.viohs.org](http://www.viohs.org))

**STRATEGIES:**

**PA-1** Develop and maintain a coordinated HSP/HSPE. Plan, implement, monitor, evaluate and fund traffic safety projects identified in the plan. This will include travel, training, supplies, and the payment for the third year lease for the vehicle that was purchased in FY 2002, to support program goals.

**PA-2** Improve on and continue to implement a Public Information and Education Campaign.

**PA-3** Fully utilize the website and newsletters as an important communications medium for the traffic safety programs.

**PA-4** Indirect Cost as per negotiated indirect cost agreement. The 10% agency share will be used to pay some of the cost for rent, maintenance services, telephone and utilities.

# FISCAL YEAR 2005 PROGRAM FUNDING

## PLANNING AND ADMINISTRATION

Task	Title	Major Cost Items	Funding <small>402</small>	Sources <small>STATE</small>	Total
1.	Planning and Administration	Travel, training, vehicle lease, office supplies and other direct costs.	\$ 24,773.	\$	\$24,773.
2&3	P.I.& E	Quarterly newsletter, web page, postage	\$10,000.		\$10,000.
4.	Indirect Cost	Rent,maintenance,communication,utilities	\$ 5,227.		\$ 5,227.
		PA-3	\$ 40,000	\$	\$40,000

**ALCOHOL AND OTHER DRUGS**

**GOAL:**

To increase the number of DUI arrest by 20% in 2005 and by 30% in the year 2006.

To increase Alcohol awareness among youths and to reduce alcohol use among these youths in the territory.

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 MEASURES:**

**DUI ARREST**

<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>
97	87	44	36	9 (ten months)

**PROBLEM:**

- 1 The Alcohol Coordinator resigned during FY'04
- 2 Alcohol continues to be a significant factor in traffic crashes in the Virgin Islands. Enforcement and P.I.& E. are the cornerstones of an effective program to address the DUI problem. We will continue to assign resources to improve enforcement and education.
- 3 DUI arrest rate is low and decreasing
- 4 Six DUI Checkpoints were conducted in the Virgin Islands during 2004 resulting in 9 Dui arrest.
5. Accurate data is unavailable for number of alcohol related deaths due to the fact that DUI testing is not done on all parties that are involved in a crash.
6. Repeat offenders are not provided with or mandated to attend behavior modification counseling or training in all cases.

**MAJOR IMPROVEMENT OPPORTUNITIES:**

- 1 Automation of traffic crash data will allow us to determine alcohol related deaths.
- 2 Partner with schools, drivers education classes and the National Guard to provide DUI awareness training for students
- 3 Public Information Campaign will complement Enforcement efforts.
- 4 Provide support to the Division of Mental Health so that they can provide behavior modification training to DUI offenders
- 5 The different components that make up the DUI system are seeking to improve cooperation and coordination.

## **STRATEGIES:**

### **AL-1 DUI ENFORCEMENT**

- ✓ Due to limited manpower additional overtime will be provided to traffic officers in order to increase DUI enforcement.
- ✓ Eight (8) DUI checkpoints will be conducted during FY'05.

### **AL-2 ALCOHOL COORDINATOR**

- ✓ Hire an Alcohol Coordinator/Law Enforcement Liaison, materials and supplies and continue to pay for the lease of the vehicle that will be utilized to support program activities.

### **AL-3 TRAINING PROGRAMS**

- ✓ Virgin Islands SFST Instructors will train fellow officers' during FY'05.
- ✓ Funds will be provided for police officers to receive DUI Training.
- ✓ Complete Traffic Stop Training will be offered to V.I. Police.

### **AL-3**

#### **AL-4 YOUTH ALCOHOL**

- ✓ Establish a SADD Chapter in St. Croix
- ✓ Support a SADD Chapter in St. Thomas
- ✓ Schedule FIESTA workshops/classes in schools
- ✓ Provide funds to conduct alcohol education and awareness programs through a school based youth alcohol program (FIESTA) and SADD chapters.

#### **AL-6 PUBLIC INFORMATION & EDUCATION**

- ✓ Produce T.V. Spots, radio spots and educational material. Work will continue with an AD Agency to develop the spots and materials.

#### **AL-7 Indirect Cost**

**Indirect Cost as per negotiated indirect cost agreement. The 10% agency share will be used to pay some of the cost for rent, maintenance services, telephone and utilities.**

# FISCAL YEAR 2005 PROGRAM FUNDING

## ALCOHOL AND OTHER DRUGS

TASK	TITLE	MAJOR COST ITEMS	FUNDING 402	SOURCES STATE	TOTAL
1.	Enforcement DUI	Overtime (405)	\$19,999.50		\$19,999.50
2.	Personnel	Program Coordinator salary, materials and supplies, vehicle lease 1 yr (\$9,036).	\$60,000		60,000
3.	Travel & Training	Officers SFST re-certification and training, Coordinator inter and off island travel	10,000		10,000
4.	Youth Alcohol	Fiesta	10,000		10,000
5.	P.I. & E.	Radio & TV Spots	5,000		5,000
6.	Indirect Cost	Rent,utilities,maintenance,communication	17,504		17,504
		<b>AL-4</b>	<b>\$122,503.50</b>		<b>\$122,503.50</b>

## **EMERGENCY MEDICAL SERVICES (EMS)**

### **GOALS:**

To decrease response time from 20 minutes to 15 minutes by 2005 and to 12 minutes by the year 2006.

Improve trauma care support provided to vehicle crash victims.

### **PROBLEM**

- 1 Lack of personnel
- 2 Response time needs improvement
- 3 Need for continued training

### **STRATEGIES**

#### **EMS-1 PERSONNEL**

- ✓ Provide funds to pay one-year salary of three full time (3) EMT Basics

#### **EMS-2 TRAINING**

- ✓ Provide re-certification training for two EMT's hired with 402 grant funds and training for the 1 EMT that will be hired in FY 2005.

**EMS-3** Indirect Cost as per negotiated indirect cost agreement. The 10% agency share will be used to pay some of the cost for rent, maintenance services, telephone and utilities.

**EMS-1**

# FISCAL YEAR 2005 PROGRAM FUNDING

## EMERGENCY MEDICAL SERVICES

Task	Title	Major Cost Items	Funding <small>402</small>	Sources <small>STATE</small>	Total
1.	Personal Services	2 Basic EMT's Salary	\$57,500		\$57,500
2.	Training and recertification training	Training	\$ 10,000		\$10,000
3.	Indirect cost	Rent, maintenance, utilities, communication	\$ 18,407		\$18,704
		<b>EMS-2</b>	<b>\$85,907.</b>		<b>\$85,907.</b>

## **ROADWAY SAFETY**

### **GOAL:**

To improve roadway signage and other traffic control devices thereby reducing the number and severity of crashes in identified areas.

### **PROBLEMS:**

- ✓ Stop signs and control devices are oftentimes missing from where they were designated to be, thus creating confusion among motorists and most times results in crashes.

### **MAJOR IMPROVEMENT OPPORTUNITIES:**

Funding will provide the means to purchase signs, post and the necessary equipment needed to post road signs in the territory. Signage will decrease the number of incidents that now exist as a result of lack of or poor signage.

### **STRATEGIES:**

#### **RS-1 SUPPLIES**

Purchase the necessary signs, post and equipment to erect roadway signs in the territory.

#### **RS-2 INDIRECT COST**

Cost as per negotiated indirect cost agreement. The 10% agency share will be used to pay some of the cost for rent, maintenance services, telephone and utilities.

# FISCAL YEAR 2005 PROGRAM FUNDING

## ROADWAY SAFETY

Task	Title	Major Cost Items	Funding 402	Sources STATE	Total
1.	Equipment & Supplies	Signs, posts and equipment needed to install road signs	\$ 50,000.00		\$50,000
2.	Indirect Cost Rate	Rent, utilities, communication and maintenance	\$ 8,335.00		\$8,335
		RS-2	\$ 58,335.00		\$58,335.00

## OCCUPANT PROTECTION

### GOAL:

To determine car safety seats compliance and increase usage by September 30, 2005.

To increase safety belt compliance from 86 percent to 92 percent by the year 2005.

### PERFORMANCE MEASURES:

	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>
Percent of MVO Restrained	89	89	89	86 (first 10 mos.)
Number of Fatalities	17	15	7	10
Number of Violations	1,905	1,771	4,047	2,064
Percent of restrained children	N/A	N/A	N/A	N/A

### PROBLEMS:

- ❖ In 2004, the Virgin Islands' seat belt use rate decreased from 89 percent to 86 percent.
- ❖ Child restraint usage has not been determined. A tool to measure compliance needs to be examined.

## **MAJOR IMPROVEMENT OPPORTUNITIES:**

- ✓ Certified Child Passenger Safety Technicians were re-certified and utilized to conduct Occupant Protection Workshops, Outreach programs, Child Safety Seat Clinics and Installations and National Mobilization efforts.
- ✓ CPST's from EMS and Police will assist the Coordinator with the "Moving Kids Safely" training.
- ✓ Fines for violation of the seatbelt and child safety laws were increased from \$25 to \$50 for first offense; for third offenses the fines were increased from \$200 to \$400.
- ✓ The Virgin Islands Office of Highway Safety and three other locations in the territory are permanent fitting stations.

## **STRATEGIES:**

### **OP-1 PERSONNEL**

- ✓ Provide funding for Occupant Protection Coordinator, and funds to pay for the OP 3<sup>rd</sup> year lease of the vehicle that was bought in FY 2002, for program activities.

### **OP-2**

## **OP-2 ENFORCEMENT**

- ✓ The Elmira model will be used again during FY'2005. Using this concept five (see PTS) enforcement waves will be conducted in the territory. VIOHS received 405 incentive funds, which will be used to pay for OP enforcement.

## **OP-3 TRAINING**

- ✓ Technicians will be trained to become CPST instructors in the Virgin Islands.
- ✓ A Child Passenger Safety Technicians certification training will be conducted for volunteers and follow-up training will be conducted each quarter using the "Operation Kids" curriculum for nurses responsible for the discharging of newborns from the hospitals. Law enforcement officers will also be trained using the "Operation Kids", curriculum.

## **OP-4 OCCUPANT PROTECTION P.I.&E**

- ✓ Continue to work with the Ad Agency contracted during FY'04 to develop the Occupant Protection campaign, emphasis will continue to be given to booster seats and "The Four Steps for Kids" concept. 402 and 2003(b) incentive funds will be used to for this campaign.

## **OP-5 Indirect Cost**

Cost as per negotiated indirect cost agreement. The 10% agency share will be used to pay some of the cost for rent, maintenance services, telephone and utilities.

## **OP-3**

# FISCAL YEAR 2005 PROGRAM FUNDING

## OCCUPANT PRTECTION

<b>Task</b>	<b>Title</b>	<b>Major Cost Items</b>	<b>Funding</b> 402	<b>Sources</b> STATE	<b>Total</b>
1.	Personnel	Program Coor. Salary, material & supplies, vehicle lease (3 <sup>rd</sup> year) and maintenance(\$9,036)	\$80,000		\$80,000
2.	Enforcement	Police Officers Overtime (405 & 402)	79,000		79,000
3.	Travel & Training	Inter and off island travel technician & instructor training, conferences	25,000		25,000
4.	P.I.& E.	Radio spots, brochures, flyers and roadside advertising	20,000 (402&2003b)		20,000
5.	Indirect Cost	Rent, utilities, communication and maintenance	15,837		15,837
		<b>OP-4</b>	<b>\$219,837.</b>		<b>\$219.837.</b>

## **POLICE TRAFFIC SERVICES**

### **GOAL**

- 1 To reduce traffic injuries by 15% in 2005 and by 30% by fiscal year 2006.
- 2 To reduce traffic fatalities by 15% in 2005 and by 30% by fiscal year 2006.

### **PERFORMANCE MEASURES**

	<b><u>2001</u></b>	<b><u>2002</u></b>	<b><u>2003</u></b>	<b><u>2004(fst. 10 mos.)</u></b>
Traffic Crashes	5,412	2,709	5,640	4896
Traffic Injuries	754	550	1,468	1147
Traffic Fatalities	12	15	7	11

## **PROBLEM:**

- ✓ There is an obvious increase in red light running and failure to stop at stop signs and other posted devices
- ✓ Stop signs and control devices are oftentimes missing from where they were designated to be, thus creating confusion among motorists and most times results in crashes.
- ✓ Due to lack of funding there is a shortage of police.
- ✓ The vehicles being used to conduct enforcement are not in compliance with the officers' negotiated contractual agreement, therefore officers are not able to conduct aggressive enforcement.

## **MAJOR IMPROVEMENT OPPORTUNITIES:**

- ✓ Police have been trained in speed, occupant protection, DUI and the identification of the Aggressive Drivers.
- ✓ Funding increased overtime hours.

## **STRATEGIES:**

### **PTS-1 TRAINING**

- ✓ Provide training during the year for traffic law enforcement officers in the latest traffic enforcement and investigative techniques.

### **PTS-2**

## **PTS-2 ENFORCEMENT**

- ✓ Provide funding for overtime to increase enforcement of DUI, Speed, and Aggressive Driving. This task includes five (5) enforcement initiatives on each island during 2004/2005 (Carnival, Christmas holidays, Fourth of July, Labor Day weekend, Thanksgiving).

## **PTS-3 SUPPLIES**

- ✓ Purchase maintenance supplies for lasers, vehicles and intoxilyzers, to assist in the traffic enforcement efforts.

## **PTS-4 EQUIPMENT**

- ✓ Purchase five (5) Laser radars, to assist in the traffic enforcement efforts.
- ✓ Purchase nine (9) vehicles to assist in traffic safety enforcement efforts.

## **PTS-5 P.I. & E**

Work with an Ad Agency to develop a Speeding and Red Light Running campaign.

PTS-6 Coordinator Hire a Coordinator to coordinate these activities and those of the Pedestrian and Bicycle Safety Programs, this is necessary to ensure that the PTS program is effectively conducted.

## **PTS-7 Indirect Cost**

Cost as per negotiated indirect cost agreement. The 10% agency share will be used to pay some of the cost for rent, maintenance services, telephone and utilities.

## **PTS-3**

# FISCAL YEAR 2005 PROGRAM FUNDING

## POLICE TRAFFIC SERVICES

Task	Title	Major Cost Items	Funding <sup>402</sup>	Sources STATE	Total
1.	<b>Training</b>	<b>Training and Travel</b>	<b>\$20,000</b>		<b>\$25,000</b>
2.	<b>Enforcement</b>	<b>Police Officers Overtime</b>	<b>20,000</b>		<b>25,000</b>
3.	<b>Supplies</b>	<b>Maintenance and supplies for vehicles, intoxilyzers, radars, lasers.</b>	<b>20,000</b>		<b>20,000</b>
4.	<b>Equipment</b>	<b>2 vehicles and Laser/Radars</b>	<b>77,571</b>		<b>77,571</b>
5.	<b>P.I. &amp; E.</b>	<b>Speeding, red light campaign</b>	<b>15,000</b>		<b>20,000</b>
6.	<b>Coordinator</b>	One third of Coordinator's salary(two-thirds paid for by Pedestrian/Bicycle safety program)	<b>10,000</b>		<b>10,000</b>
7.	<b>Indirect Cost</b>	Rent,maintenance,utilities,communication	<b>27,179.</b>		<b>27,179.</b>
		<b>PTS-4</b>	<b>\$ 189,750.</b>		<b>\$ 189,750.</b>

## PEDESTRIAN/BICYCLE SAFETY

### GOAL

- 1 To reduce the number of pedestrians killed from 5 in 2004 to 2 by the year 2005 and 0 by the year 2006.
- 2 Identify problem locations/areas and develop public awareness countermeasures to improve pedestrian and bicycle safety.
- 3 Increase pedestrian and bicycle safety knowledge and awareness for children and adults.

### PERFORMANCE MEASURES

	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004(fst. 10 mos.)</u>
Pedestrian Fatalities	7	3	4	5
Pedestrian Injuries	Unk	Unk	213	Unk
Bicycle Fatalities	0	0	2	1
Bicycle Injuries	0	0	28	

### PROBLEM:

- ✓ Lack of comprehensive education programs for pedestrians, and bicyclist
- ✓ Insensitivity of the motoring public towards pedestrians and bicyclists utilizing the roadways.
- ✓ The majority of the territory's roadways do not have sidewalks; therefore pedestrians and bicyclist are very vulnerable to vehicle injuries as they attempt to walk along the roadways.

## **MAJOR IMPROVEMENT OPPORTUNITIES:**

- ✓ The twenty-fifth legislature of the Virgin Islands has passed a mandatory primary helmet law July 11, 2003.
- ✓ Committee has been established to address bicycle safety issues.
- ✓ Bicycle rodeos are being conducted through out the territory.

## **STRATEGIES:**

### **PS-1 PEDESTRIAN SAFETY**

- ✓ Develop a comprehensive Walk Safely program for the territory

### **PS-2**

- ✓ Special emphasis will be placed on the development of T.V. Spots, Radio Spots, Billboards and other pedestrian safety materials. Pedestrian Safety Videos will be aired on television.

### **PS-3 BICYCLE SAFETY**

- ✓ Conduct and coordinate with the Department of Motor vehicle seven (7) bicycle rodeos and on-going registration of bicycles
- ✓ Produce bicycle safety educational materials
- ✓ Hire a Coordinator to coordinate these activities

### **PS-4 Indirect Cost**

Cost as per negotiated indirect cost agreement. The 10% agency share will be used to pay some of the cost for rent, maintenance services, telephone and utilities.

**PS-2**

# FISCAL YEAR 2005 PROGRAM FUNDING

## BICYCLE SAFETY/PEDESTRIAN SAFETY

Task	Title	Major Cost Items	Funding 402	Source STATE	Total
1.	Pedestrian Safety	Educational materials, PI&E campaign, contractual services	\$10,000		\$10,000
2.	Bicycle Safety	Bicycle rodeos, helmets, booklets, pamphlets, registration and educational materials	\$20,000		\$20,000
3.	Pedestrian/Bicycle Safety Coordinator	Two thirds salary of Coordinator	\$20,000		\$20,000
4.	Indirect Cost	Rent, maintenance, utilities, communication	\$ 8,335.		\$ 8,355.
		PS-3	\$58,335		\$58,335

## **TRAFFIC RECORDS**

### **GOAL:**

To fully automate traffic records in order to allow data sharing and data linkage between systems used by various local agencies.

### **PROBLEMS:**

- ❖ Automated traffic data is incomplete
- ❖ Getting police reports on a timely basis
- ❖ Funding for data entry operator has been discontinued through the 411 grant.
- ❖ Data linkage incomplete because the local government has not been able to move forward with the infrastructure that is needed.

### **MAJOR IMPROVEMENT OPPORTUNITIES:**

- ❖ The system between St. Croix and St. Thomas is operational, work will continue in FY 2005 to computerize St. John data entry workstations.
- ❖ The 1999, 2000, 2001 data has been merged from the old database to the new "VTRD" database.
- ❖ The data entry software 90% completed and has the ability to generate approximately 33 different reports that will be used for analysis.

## **STRATEGIES:**

### **TR-1 PERSONNEL**

- ❖ Contract and part-time staff, will be paid to continue to enter traffic records data to bring the territory's database up to date.
- ❖ Traffic records coordinator, will continue to enter and analyze data and provide needed program support.

### **TR-2 TRAINING**

- ❖ Training will be provided for traffic records personnel to attend Traffic Records forums, program management and computer related training

### **TR-3 Indirect Cost**

Cost as per negotiated indirect cost agreement. The 10% agency share will be used to pay some of the cost for rent, maintenance services, telephone and utilities.

### **TR-4 DATA SHARING**

Data will be shared with stakeholders such as Highway Engineering, Territorial Court and the Police Department, to apply highway safety countermeasures and manpower deployment.

## FISCAL YEAR 2005 PROGRAM FUNDING

### TRAFFIC RECORDS (REVISED 4/4/05)

Task	Title	Major Cost Items	Funding 402	Sources STATE	Total
1.	Automation of Traffic Records	Personal Services Coordinator, Support Staff And Administrative Specialist	\$58,335		\$58,335
2.	Training	Program related training & travel (inter-islands, off-island)	3,073.45		3,073.45
3.	Indirect Cost	Rent, maintenance, utilities communication	8,774.13		8,774.13
		TR-3	\$70,182.58		\$70,182.45



# **PART 1**

## **EXECUTIVE SUMMARY**

## **PART II**

# **PROGRAM AREAS**

