

**VIRGIN ISLANDS OFFICE OF
HIGHWAY SAFETY**

**2022
ANNUAL
REPORT**



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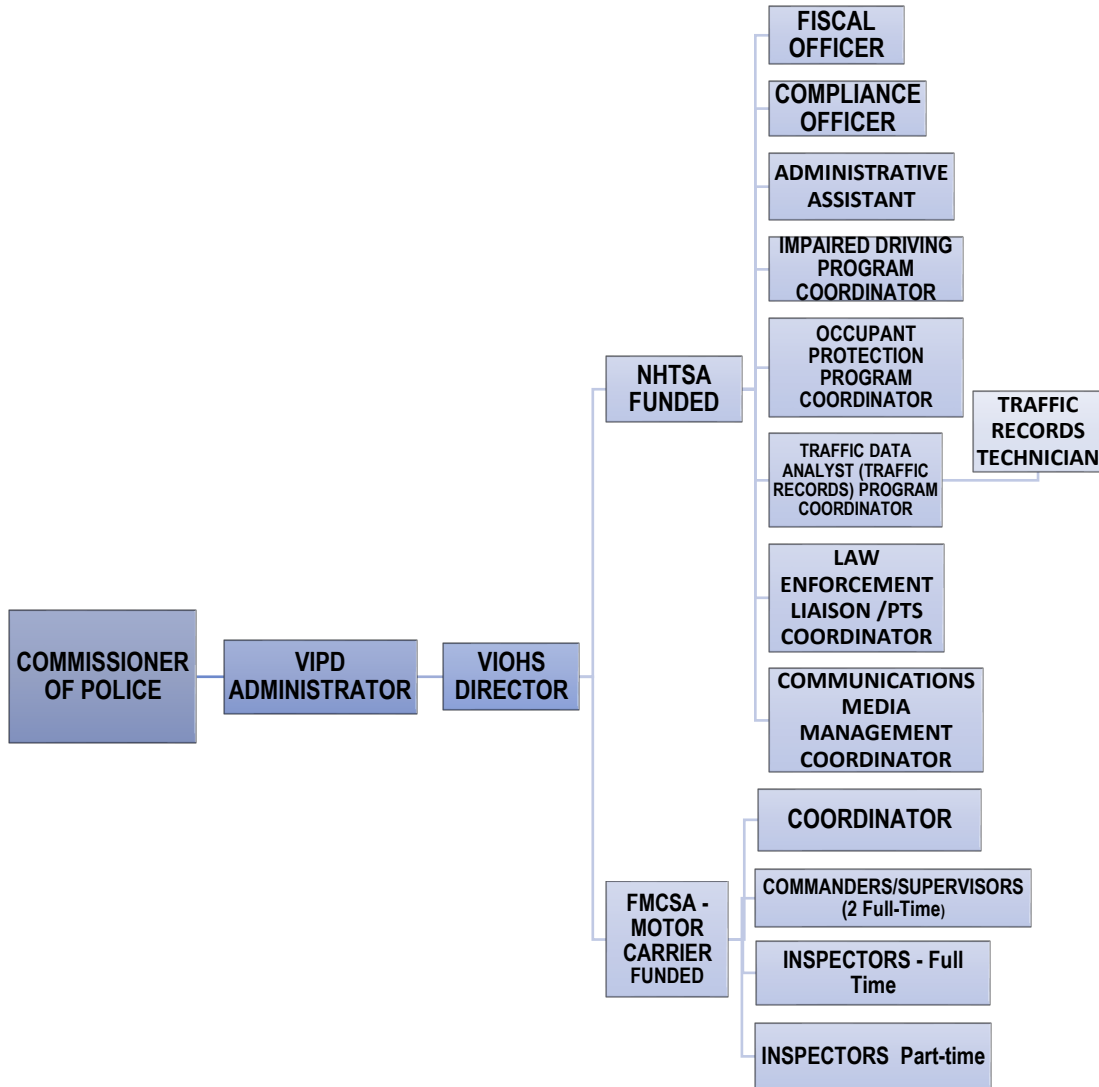
Introduction

Established by the Government of the Virgin Islands (GVI) in accordance with the Highway Safety Act of 1966, the Virgin Islands Office of Highway Safety (VIOHS) is a division within the *Virgin Islands Police Department* responsible for the reduction of traffic crashes, injuries, and fatalities on roadways throughout the U.S. Virgin Islands.

The U. S. Virgin Islands is comprised of three main islands and surrounding islets and cays with a population of 87,416 (as per the 2020 census) and a land area of 133 square miles. The three main islands are St. Thomas, St. John, and St. Croix. The U.S. Virgin Islands is the only U.S. jurisdiction that drives on the left side of the road. As most cars being imported from the mainland United States are left-hand drive, the driver sits to the outside of the road, raising traffic safety issues especially to visitors who rent vehicles. With few exceptions, most roadways are only one-lane per direction making roads relatively small in width.

The VIOHS is mandated to promote and fund methods to implement traffic safety in the territory. The office is primarily funded by grants from the U.S. Department of Transportation National Highway Traffic Safety Administration (NHTSA) and the Federal Motor Carrier Safety Agency (FMCSA). The GVI provides the overhead funding for the physical office and leadership staffers. Highway safety programs are developed and implemented in partnership with public and private entities to reduce traffic crashes, injuries, property damage and subsequent deaths. These programs include strategies associated with traffic enforcement, public education and awareness, media campaign, and community interaction.

Virgin Islands Police Department- VIOHS Organization Chart



A Year in Review

FY 2022 Virgin Islands Office of Highway Safety

Through its FY2022 HSP, the VIOHS applied for **\$1,785,000** in new funding, of which **\$1,505,000** was for 402 funded projects and **\$280,000** for 405b funded projects. The VIOHS was awarded **\$996,974.74** in 402 funds, and **\$120,426.35** in 405b funds to augment the FY2021 carried forward funds to fulfill the FY2022 HSP.

The VIOHS also operated two Federal Motor Carrier Safety Administration (FMCSA)-Motor Carrier Safety Administration Program (MCSAP) projects concurrently in FY2022. Because of the impact of COVID on FY2021 operations, VIOHS carried forward \$239,000.00 from its FY2020 grant award, and augmented that sum with the FY2021 award of \$350,000 for total availability of **\$589,000.00**.

The civilian staffing of the office was severely impacted in calendar year 2022. The first half of the fiscal year began with VIOHS staffed by the Director, seven NHTSA and one FMCSA persons, with vacancies at the positions of Administrative Assistant and IT Project Coordinator. However, the second half of the calendar year began with the resignation of the newly hired Media Communications Coordinator in May, and the absence of the Director from June 2022 until October 2022. The Traffic Records Analyst/Program Coordinator resigned in July, the Police Traffic Services Coordinator/Law Enforcement Liaison was terminated in August, and the Compliance Officer resigned in December. During the Director's absence, operations continued based on the level of competence of the coordinators of the various projects. None of the six vacancies at the VIOHS have been filled as of the end of the calendar year 2022.

Despite the challenges encountered at the staffing level, the VIOHS conducted 15 projects using NHTSA funding and 2 FMCSA projects which resulted in expenditures of \$1,603,502.41 with a 90% reimbursement as of the end of December 2022. This annual report provides an assessment, to include the accomplishments, progress towards meeting performance targets, and applied measures to correct noted deficiencies during FY2022 (October 1, 2021 – September 30, 2022).

FY2022 Key Accomplishments

- ❖ Successful submission and approval of a complete Highway Safety Plan for FY2023.
- ❖ The execution of the Memorandum of Agreement between Iowa Department of Transportation (IOWADOT) and VIPD/VIOHS for the installation and maintenance of the Traffic and Criminal Software System (TraCS). TraCS is a data collection, records, management and crash reporting software which will link data input and provide unified access across several agencies within the Government of the Virgin Islands. IOWADOT is the entity through which Technology Enterprise Group, Inc. (TEG) operates. TEG is responsible for the installation and system maintenance of the TraCS software.
- ❖ Integration of the Bureau of Motor Vehicles and the VI Courts driver and vehicle information systems.
- ❖ Relaunch of the Child Passenger Safety (CPS) Program with certification of 33 new CPS Technicians and establishment of 5 CPS Fitting Stations territory wide.
- ❖ Distribution of over 150 car and booster seats to local families in need
- ❖ Provided Intoximeter Training I to fifteen (15) officers of the VIPD Traffic Investigative Bureau
- ❖ Trained Traffic Commanders on Institute of Police Technology and Management (IPTM) I Traffic Symposium and Advanced Marijuana Impaired Driving Detection Training I
- ❖ The completion of the required 2022 Traffic Records Assessment.

Executive Summary

The Virgin Islands Senate legislated that the Virgin Islands Office of Highway Safety develop and implement a highway safety program to achieve its mission of reducing the risks of traffic crashes, fatalities, and serious injuries on the roadways throughout the U.S. Virgin Islands. As per 20 VIC §479, – a) *The Bureau shall carry out a highway safety program in accordance with the Federal Highway Safety Act of 1973 and all other applicable highway safety laws. The Bureau shall have all the powers and duties of the Office of Highway Safety established by Executive Order No. 188–1974, as amended; b) The Bureau is designated as the state agency for receipt of all federal highway safety funds. The Governor shall conform the Bureau, as may be necessary, to meet the requirements for federal funding.*

Throughout FY2022 the VIOHS continued to work towards accomplishing this mission.

The February 2020 NHTSA Region 2 MR report and the Corrective Action Plan (CAP) developed and agreed on by GR and the VIOHS continued to be key components in the development of the HSP for the USVI. The CAP included the timelines to be met by VIOHS to show its functionality as a highway safety office. The key components and progress of the CAP during FY2022 were:

- a) improved development of the HSP to include input from key GVI agencies involved in the promotion of traffic safety in the territory – *During FY2022 the affects of COVID-19 still affected staffing of GVI agencies and thus the implementation of some projects, especially enforcement.*
- b) distribution of 60% of its HSP to external agencies and contractors outside of VIPD and VIOHS – *The willing agencies with approved projects were challenged to complete without strong support and development from VIOHS.*
- c) improved sub-recipient and project evaluations and assessments – *VIOHS continues to meet this requirement.*
- d) improved equipment inventory oversight – *VIOHS continues to meet this requirement.*
- e) production of a Policy & Procedures Manual for operational guidance – *VIOHS completed this requirement.*

The electronic ticketing system for use in the Territory, a multi-year project, continued to be funded in FY2022 to finalize the contracting phase of the TraCS software purchase through the Iowa Department of Transportation. This was delayed by staffing challenges for IOWADOT and several revisions mandated by both the vendor and GVI procurement department.

The staffing limitations of the VIOHS' sole source of enforcement, the Virgin Islands Police Department (VIPD), continued to cripple enforcement activities.

The VIOHS hired a Communications Media Coordinator who after creating and managing several media outreach efforts, resigned to seek employment elsewhere. Additionally, the VIOHS lost its Traffic Records Analyst/Program Coordinator, its Law Enforcement Liaison/PTS Coordinator during the 4th quarter of the fiscal year; and its Compliance Officer in the last month of the calendar year.

While performance targets are set, the results depend on the Virgin Islands residents' and visitors' adherence to laws and receptive responses to the traffic safety messages and enforcement initiatives disseminated by VIOHS. However, the territory was able to meet 50% of its performance measurements for FY2022. Therefore, the VIOHS must, in FY2023, continue to establish non-traditional partnerships to discover new methods to reach and engage the public in traffic safety practices to improve the performance targets for traffic fatalities, serious injuries in crashes, and unrestrained passenger vehicle occupant fatalities in the future.

Performance Report on Core Measures
U.S. VIRGIN ISLANDS
FY 2022 ANNUAL REPORT
PERFORMANCE MEASURE TARGET CHART

Core Performance Measures	Target Period	Target Year(s)	Target Value FY22 HSP	Data Source/ FY22 Results	Met FY22 Target?
Core Performance Measures					
C-1) Traffic Fatalities	5-Year	2018 – 2022	13	State 12	Yes
C-2) Serious Injuries in Traffic Crashes	5-Year	2018 – 2022	14	State 15	No
C-4) Unrestrained Vehicle Occupant Fatalities	5-Year	2018 – 2022	4	State 1	Yes
C-5) Alcohol Impaired Driving Fatalities	5-Year	2018 – 2022	1	State 1	Yes
C-6) Speeding Related Fatalities	5-Year	2018 – 2022	2	State 7	No
C-7) Motorcyclist Fatalities	5-Year	2018 – 2022	1	State 2	No
C-8) Un-helmeted Motorcyclist Fatalities Drivers	5-Year	2018 – 2022	0	State 0	Yes
C-9) Drivers Aged 20 or Younger involved in fatal crashes	5-Year	2018 – 2022	0	State 1	No
C-10) Pedestrian Fatalities	5-Year	2018 – 2022	1	State 5	No
C-11) Bicyclist Fatalities	5-Year	2018 – 2022	0	State 0	Yes
Behavioral Study					
B-1) Observed Seat Belt Rate for Passenger Vehicles, Front Seat Outboard Occupants	Annual	2018 – 2022	88.6%	State Survey 67.0%	No
Traffic Records Performance Measures					
T-1) Average Days Between the Crash Date	Annual	2022	5	State 15	No

and the Crash Report Submission Date					
T-2) Percentage of crash involved vehicles that tag numbers matches BMV's vehicle files	Annual	2022	56%	State N/A	Data Pending
T-3) Percentage of Crash Reports with No Missing Critical Location Data	Annual	2022	38.2%	State 37.2%	No
OP-1) Unrestrained Vehicle Occupant Injuries	Annual	2022	17	State 18	No
OP-2) Number of Active Fitting Stations within the USVI	Annual	2022	10	State 5	No

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

C-1. Number of Traffic Fatalities

On-Track to meet FY22 Target? Yes

Report: The FY 2022 HSP target for this measurement was set at 13. The target set for FY 2021 has been met for this performance measure and analysis of this measure's linear trend has shown that the target was met for FY 2022 also.

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

On-Track to meet FY22 Target? No

Report: The FY 2022 HSP target for this measurement was set at 14. This performance measure did not meet the target that was set for FY 2021. There was an increase of 50% from FY 2020 to FY 2021 and trend analysis suggests that the target for FY 2022 was not met.

C-3. Fatalities per Vehicle Miles Travelled

Report: This measure is not applicable to the USVI.

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

On-Track to meet FY22 Target? Yes

Report: The FY 2022 HSP target for this measurement was set at 4 and based on the analysis of crash data for the FY 2022 this measurement was lower than the established target.

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

On-Track to meet FY22 Target? Yes

Report: The FY 2022 HSP target for this measurement was set at 1. The target that was set for this measurement in FY 2021 was achieved and the trendline is currently trending downwards. However, based on early predictions this measurement met the target for FY 2022.

C-6. Number of speeding related fatalities

On-Track to meet FY22 Target? No

Report: The FY 2022 HSP target for this measurement was set at 2 and based on the analysis of crash data for the FY 2022 this measurement did not meet the target.

C-7. Number of motorcyclist fatalities

On-Track to meet FY22 Target? No

Report: Report: The FY 2022 HSP target for this measurement was set at 1. Although crash data from FY 2021 has slowed the rate of increase for this measurement, the target for the FY 2022 was not met.

C-8. Number of un-helmeted motorcyclist fatalities

On-Track to meet FY22 Target? Yes

Report: The FY 2022 HSP target for this measurement was set at 0 and based on the analysis of crash data for the FY 2022 this measurement this target was met.

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

On-Track to meet FY22 Target? No

Report: The FY 2022 HSP target for this measurement was set at 0. Although crash data from FY 2021 has slowed the rate of increase for this measurement, crash data showed that the target was not met.

C-10. Number of pedestrian Fatalities

On-Track to meet FY22 Target? Yes

Report: The FY 2022 HSP target for this measurement was set at 1. This measurement saw an 33% increase in FY 202. The target of 0 was met.

C-11. Number of bicyclist fatalities

On-Track to meet FY22 Target? No

Report: The FY 2022 HSP target for this measurement was set at 0. For the past three years, this measurement has met it target and early predictions suggest it will meet the target for FY 2022.

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

On-Track to meet FY22 Target? No

Report: The FY 2022 HSP target for this measurement was set at 88.6%. The seatbelt usage rate within the Territory has increased, while missing its target, for the second year in a row and the forecast for CY 2022 suggests that the measurement will not meet its target.

T-1 Average days between the crash date and the crash report submission date

On-Track to meet FY22 Target? No

Report: The FY 2022 HSP Target for this measurement was set at 5. This measurement has improved for 2021 but it did not meet the target that was set. Predictions for 2022 suggests that it was not meet the target for CY 2022 as well.

T-2) Percentage of crash involved vehicles that tag numbers matches BMV's vehicle files

To increase the percentage of crash involved vehicles that tag numbers matches BMV's vehicle files to 56% for the Territory.

Percentage of crash involved vehicles that tag numbers matches BMV's vehicle files in FY 2022: *Pending*

Status: The performance target is still pending due to VIOHS' inability to access recent vehicle data.

Future HSP Adjustments: The traffic records program is currently in process of hiring a subject matter expert to assist with the integration of the traffic records systems. Successful linkage between the crash and vehicle system will

significantly improve this measure.

T-3) Percentage of crash reports with no missing critical location data

On-Track to meet FY22 Target? No

Report: The FY 2022 HSP Target for this measurement was set at 56%. Data from 2021 crashes shows a decrease in this measurement and early predictions suggests that we will not meet the target that was set.

OP-1 Unrestrained Vehicle Occupant Injuries

On-Track to meet FY22 Target? No

Report: The FY 2022 HSP target for this measurement was set at 17. Crash data for the first half of the FY 2022 suggests that we will not meet this target.

OP-2 Total Active CPS Fitting Stations within the USVI

On-Track to meet FY22 Target? No

Report: The FY 2022 HSP target for this measurement was set at 10. Numerous CPS technicians were trained across the territory during the FY 2022 and 5 fitting stations were established in the process.

The U.S. Virgin Islands reported a total of **4,838** crashes in FY2022, a 14.3% increase from FY 2021. A total of **2,907** crashes occurred on the island of St. Thomas (up by 10.0% compared to FY 2021), **1,655** crashes occurred on St. Croix (up by 17.4% compared to FY2021) and on St. John there were **276** crashes (up by 57.7% compared to FY2021). Of these reported crashes, **22** resulted in fatalities. A categorical listing of all reported crashes has been outlined in the table below.

FISCAL YEAR 2022 CRASH STATISTICS			
ST. THOMAS			
<i>Crash Classification</i>	<i>Total Crashes</i>	<i>Injuries</i>	<i>Fatalities</i>
Vehicles	2787	895	2
Pedestrians	43	30	1
Bicycles	3	3	0
Motorcycles	32	19	0
CMV's	42	1	0
Total	2907	948	5
ST. CROIX			
Vehicles	1565	285	10
Pedestrians	24	16	4
Bicycles	6	6	0
Motorcycles	10	8	2
CMV's	50	1	0
Total	1655	316	16
ST. JOHN			
Vehicles	246	95	0
Pedestrians	5	6	0
Bicycles	0	0	0
Motorcycles	1	1	0
CMV's	24	0	1
Total	276	102	1

USVI CORE PERFORMANCE MEASURES	2018	2019	2020	2021	2022 Actual	5-Year Average
Number of Seatbelt Citations Issued During Grant Funded Enforcements	1103	0	544	54	0	340
Number of DUI Arrests Made During Grant Funded Enforcements	1	0	7	6	0	3
Number of Speeding Citations Issued During Grant Funded Enforcements	2	0	0	0	0	0

- In fiscal years 2019 and 2022, there were no grant funded enforcement activities were conducted by the VIPD.

VIOHS Performance Measures

The VIOHS selected countermeasures and projects that were best suited to address the territory's traffic safety issues and deliver improvements in highway safety while remaining in compliance with FAST ACT requirements.

The VIOHS' targets that were established in the FY 2022 Highway Safety Plan were derived from the ten (10) core performance measures, one (1) behavioral survey, and three (3) traffic records specific performance measures. Seven (7) out of the fourteen (14) performance targets were successfully met with six (6) unmet and one (1) pending access to related data. Throughout the fiscal year, the VIOHS utilized Report Beam as the sole statistical source to gather data relevant to these performance measures which was then cross-referenced to data received through formed alliances with fellow GVI partners to include the Department of Health, the Superior Court, the Bureau of Motor Vehicles, and the Virgin Islands Police Department.

For the upcoming fiscal year, the targets for the ten (10) core performance measures were set based on their current trends and 5-year rolling averages while the behavioral study and traffic records program targets are based on their current trends and previous year calendar year results. The VIOHS has also established two (2) additional performance measures for FY 2023 that are related to its Occupant Protection program. These targets were established using the same method as the traffic records program targets.

Performance Plan

FY 2023 HSP Performance Plan		Period	Base Years (FY)				
			2018	2019	2020	2021	2022
C-1	Total Traffic Fatalities To reduce the incline of the trendline the target is set at 12 for the 2023 5-year average.	Annual	14	18	14	11	12
		5-Year Rolling Avg.	12	13.2	13.2	13.4	11
C-2	Serious Injuries in Traffic Crashes To further increase the decline of the trendline the target is set at 14 for the 2023 5-year average.	Annual	15	18	10	15	15
		5-Year Rolling Avg.	15.2	16.2	15	14.8	15
C-3	Fatalities/VMT	Annual	N/A				
		5-Year Rolling Avg.					
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions To increase the rate of decline in this category to target is set at 4 for the 2023 5-year average.	Annual	6	7	4	3	1
		5-Year Rolling Avg.	3.8	4.4	4.6	4.8	4
C-5	Alcohol-Impaired Driving Fatalities To reduce the slope of the trendline the target is set at 1 for the 2023 5-year average.	Annual	3	3	1	1	1
		5-Year Rolling Avg.	1.4	2	2	2	1.5
C-6	Speeding-Related Fatalities To further increase the decline of the trendline the target is set at 3 for the 2023 5-year average.	Annual	2	3	7	1	7
		5-Year Rolling Avg.	3.2	2.8	3.8	3.2	4
C-7	Motorcyclist Fatalities To shift the slope of the trendline to a decline the target is set at 2 for the 2023 5-year average.	Annual	1	2	5	1	2
		5-Year Rolling Avg.	1.6	1.6	2.2	2	2
C-8	Unhelmeted Motorcyclist Fatalities To maintain the constant trend of 0 in this category for the 2023 5-year average.	Annual	0	0	0	0	0
		5-Year Rolling Avg.	0	0	0	0	0
C-9	Drivers Aged 20 or Younger Involved in Fatal Crashes	Annual	0	1	2	1	0
		5-Year Rolling Avg.	1	0.8	0.6	0.8	1

	Reduce the 5-year average to 0 for this category by 2023.						
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FY 2023 HSP Performance Plan (Cont.)		Period	Base Years (FY)				
			2018	2019	2020	2021	2022
C-10	Pedestrian Fatalities Reduce the 5-year average to 2 for this category by 2023.	Annual	1	1	3	4	5
		5-Year Rolling Avg.	1.8	1.4	1.6	2.2	3
C-11	Bicyclist Fatalities To maintain the constant trend of 0 in this category for 2023.	Annual	1	0	0	0	0
		5-Year Rolling Avg.	0.2	0.2	0.2	0.2	0
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants Increase the seat belt usage rate to 78.6% for calendar year 2023.	Annual (Calendar Year)	83.9 %	71.1 %	68.2 %	72.3 %	67 %
T-1	Average days between the crash date and the crash report submission date To reduce this measure to 5 or less days for calendar year 2022	Annual (Calendar Year)	11	16	15	13	15
T-2	Percentage of crash reports with no missing critical location data To increase this measure to 90% or more for calendar year 2023	Annual (Calendar Year)	35.2 %	38.4 %	38.2 %	37.7 %	37.2 %
OP-1	Unrestrained Vehicle Occupant Injuries To shift the slope of the trendline to a decline the target is set at 16 for the CY 2023	Annual (Calendar Year)	18	18	22	17	18
OP-2	Number of active CPS Fitting Stations within the USVI To establish 10 active CPS Fitting Stations within the Territory for CY 2022	Annual (Calendar Year)	0	0	0	0	5

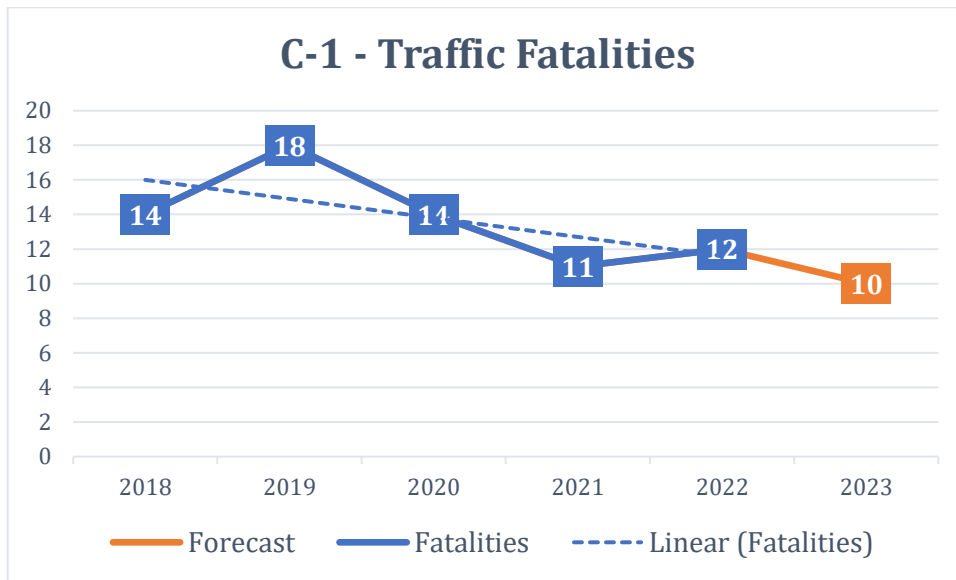
The following charts displays the outcome of the efforts of the Virgin Islands Office of Highway Safety for fiscal year 2022.

C-1. Number of traffic fatalities.

Goal: To reduce the number of traffic fatalities to 13 or below for the Territory.

Number of traffic fatalities in FY 2022: 12

Status: This performance target for FY 2022 was met.



Traffic Records Performance Measure: No

Target Metric Type: Numeric

Target Value: **12**

Target Period: 5 Year

Target Start Year: 2019

Performance Measure Justification

Linear trend analysis suggests that this category will meet the target for 2022. Therefore, the target is set at 12 as per the trend for 2023 (2019 – 2023) 5-year average.

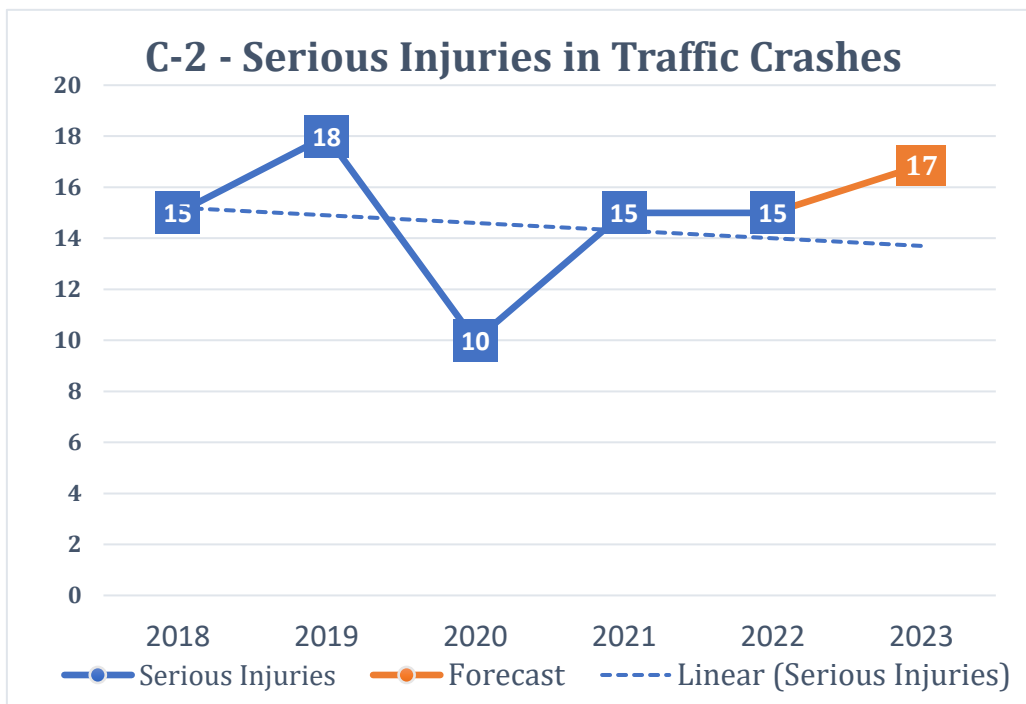
C-2. Number of serious injuries in traffic crashes.

Goal: To reduce the number of serious injuries in traffic crashes to 14 or below for the Territory.

Number of serious injuries in traffic crashes in FY 2022: 15

Status: This performance target for FY 2022 was not met.

Future HSP Adjustments: Although the trend indicates that the number of serious injuries should decrease, the observed lack of adherence to traffic safety rules indicate that the reality will be higher. As the VIOHS analytical capacity grows, high crash locations will become more easily identified. The coordinators will then be able to include effectively place enforcement mobilizations and targeted campaign advertisements.



Traffic Records Performance Measure: No

Target Metric Type: Numeric

Target Value: 15

Target Period: 5 Year

Target Start Year: 2019

Performance Measure Justification

The target was not met for 2022. Thus, the target will be set to the same value as the previous year actual of 15 for 2023.

C-3. Fatalities/Vehicle Miles Travelled.

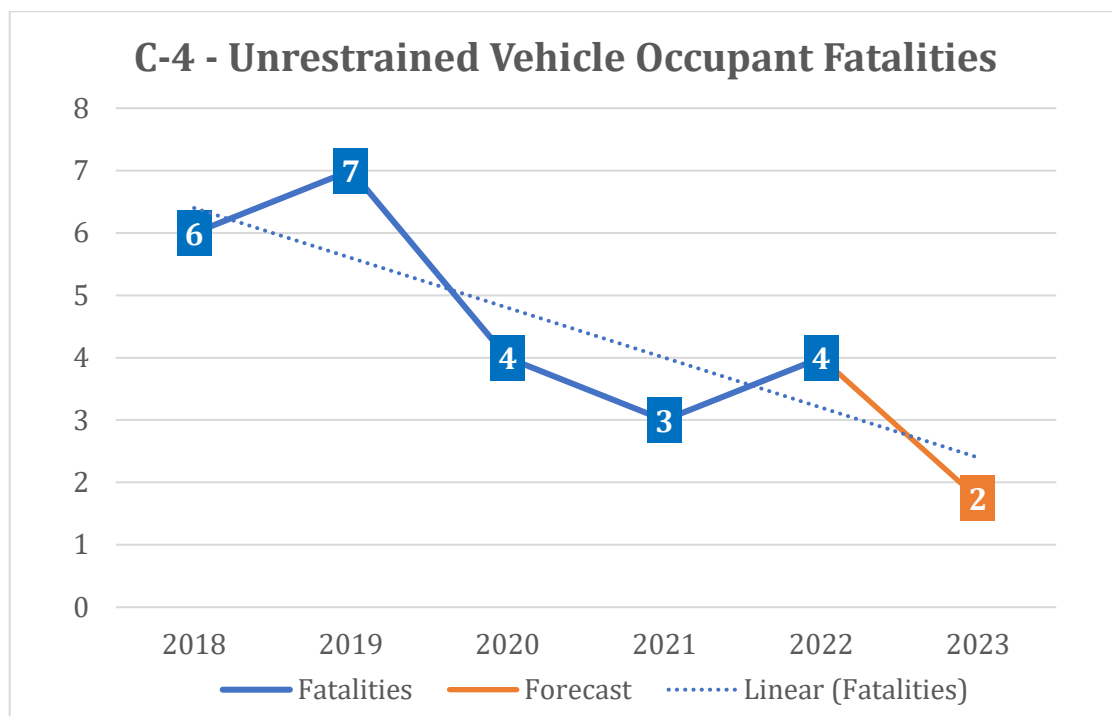
This performance measure is not applicable to the U.S. Virgin Islands.

C-4. Number of unrestrained passenger vehicle occupant fatalities. (All seat positions).

Goal: To reduce the number of unrestrained passenger vehicle occupant fatalities to 4 or below for the Territory.

Number of unrestrained passenger vehicle occupant fatalities in FY 2022: 1

Status: This performance target for FY 2022 was met.



Traffic Records Performance Measure: No

Target Metric Type: Numeric

Target Value: 4

Target Period: 5 Year

Target Start Year: 2019

Performance Measure Justification

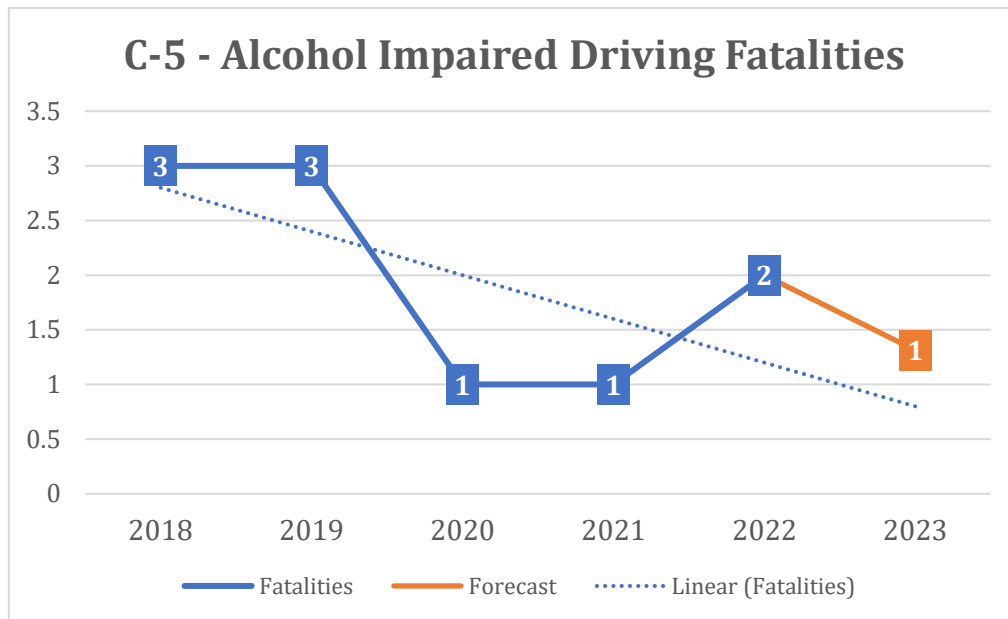
Based on FY 2022 crash data the target for this category was not met. Thus, the target is set at 4 for 2023 (2019 – 2023) 5-year average based on the linear progression.

C-5. Number of alcohol impaired fatalities

Goal: To reduce the number of alcohol impaired fatalities to 1 or below for the Territory.

Number of alcohol impaired fatalities in FY 2022: 2

Status: This performance measure for FY 2022 was not met.



Traffic Records Performance Measure: No

Target Metric Type: Numeric

Target Value: 1

Target Period: 5 Year

Target Start Year: 2019

Performance Measure Justification

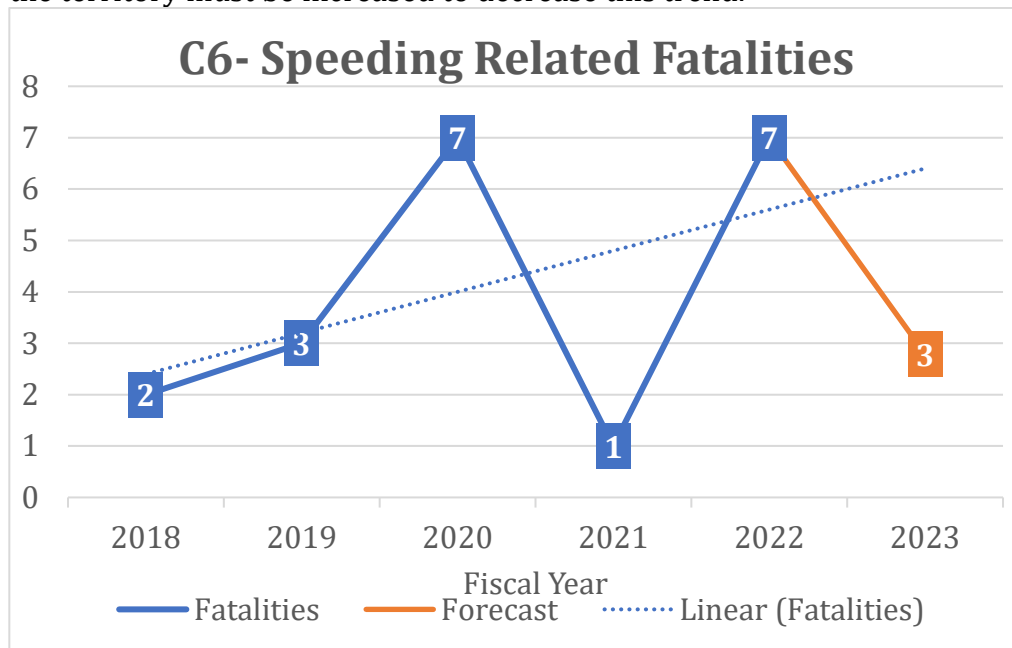
This category is forecasting an increase in this category for 2022. Thus, the target value was set at **1** based on the linear progress of the 2023 (2019 – 2023) 5-year average.

C-6. Number of speeding related fatalities

Goal: To reduce the number of speeding fatalities to 2 or below for the Territory.

Number of speeding fatalities in FY 2022: 7

Status: This performance measure for FY 2022 was not met. The law enforcement in the territory must be increased to decrease this trend.



Traffic Records Performance Measure: No

Target Metric Type: Numeric

Target Value: 3

Target Period: 5 Year

Target Start Year: 2019

Performance Measure Justification

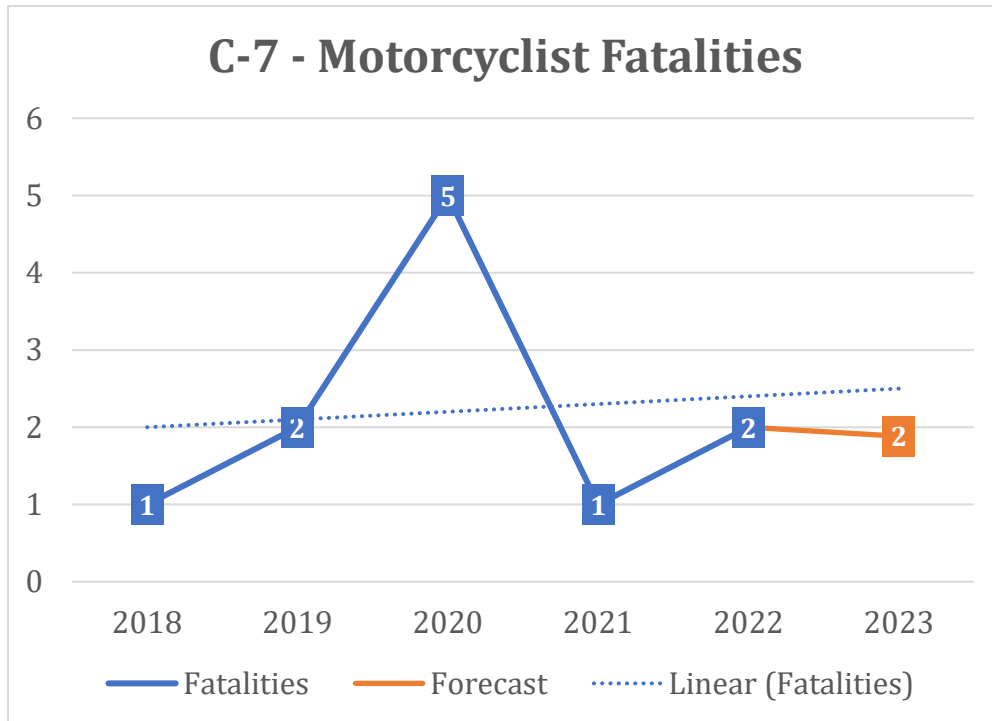
The forecast for this category is suggesting it will not meet the target for 2021. Therefore, the target is set at 3 for 2023 (2019 – 2023) 5-year average.

C-7. Number of motorcyclist fatalities.

Goal: To reduce the number of motorcyclist fatalities to 1 for the Territory.

Number of motorcyclist fatalities in FFY 2022: 2

Status: This performance measure for FY 2022 was not met.



Traffic Records Performance Measure: No

Target Metric Type: Numeric

Target Value: 2

Target Period: 5 Year

Target Start Year: 2019

Performance Measure Justification

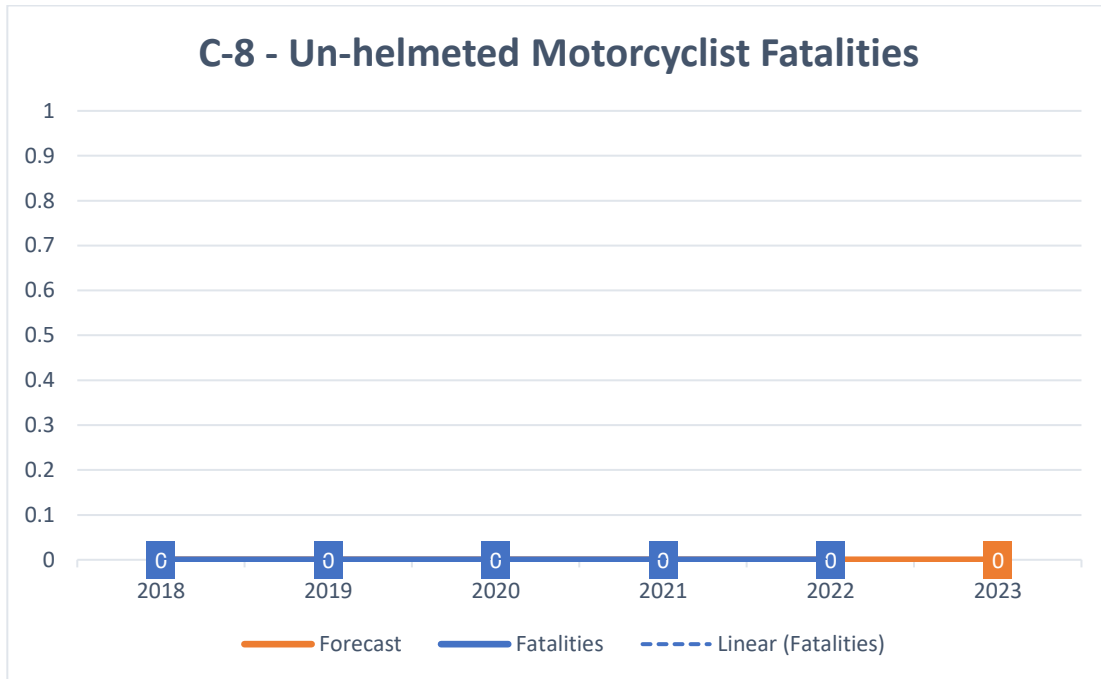
Linear trend analysis suggests we will not meet the 2022 target that was set for this category. Therefore, the target is set at 2 for 2023 (2019 – 2023) 5-year average.

C-8. Number of un-helmeted motorcyclist fatalities

Goal: To reduce the number of un-helmeted motorcyclist fatalities to 0 for the Territory.

Number of un-helmeted motorcyclist fatalities in FY 2022: 0

Status: This performance measure for FY 2022 was met.



Traffic Records Performance Measure: No

Target Metric Type: Numeric

Target Value: 0

Target Period: 5 Year

Target Start Year: 2019

Performance Measure Justification

For the past 5 years, this category has met its target of 0. The target will remain as 0 for 2023 (2019 – 2023) 5-year average.

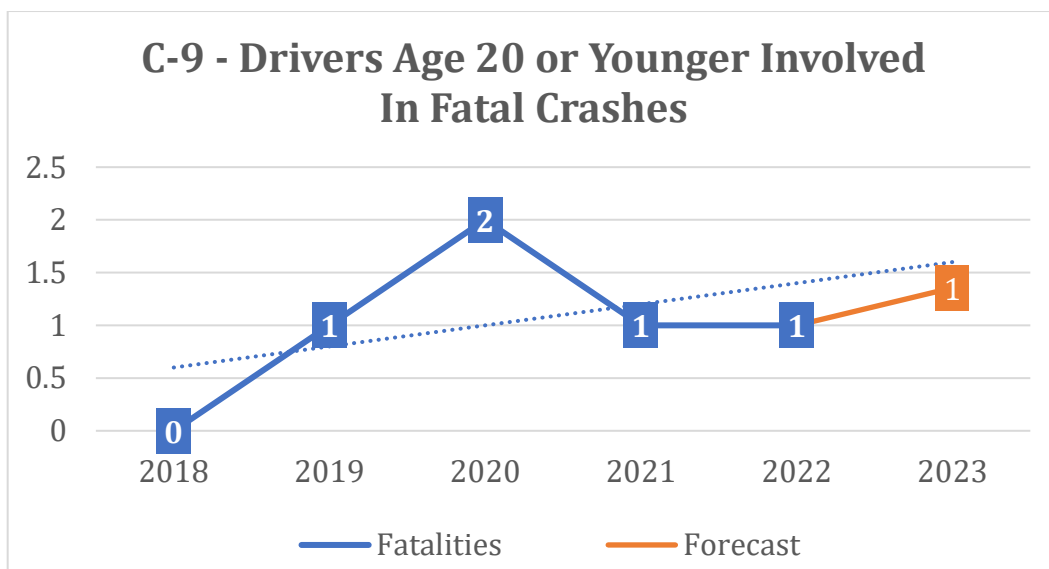
C-9. Number of drivers aged 20 or younger involved in fatal crashes.

Goal: To reduce the number of drivers aged 20 or younger involved in fatal crashes to 0 for the Territory.

Number of drivers 20 or younger involved in fatal crashes in FY 2022: 0

Status: This performance measure for FY 2022 was met.

Future HSP Adjustments: VIOHS has partnered with a local driving school to conduct teen and parent focus groups throughout the territory to determine the best culturally appropriate strategies to increase seat belt compliance for teenage drivers and their passengers, who are often their peers.



Traffic Records Performance Measure: No

Target Metric Type: Numeric

Target Value: 0

Target Period: 5 Year

Target Start Year: 2019

Performance Measure Justification

The 2023 (2019 – 2023) 5-year average, the target is set at 0.

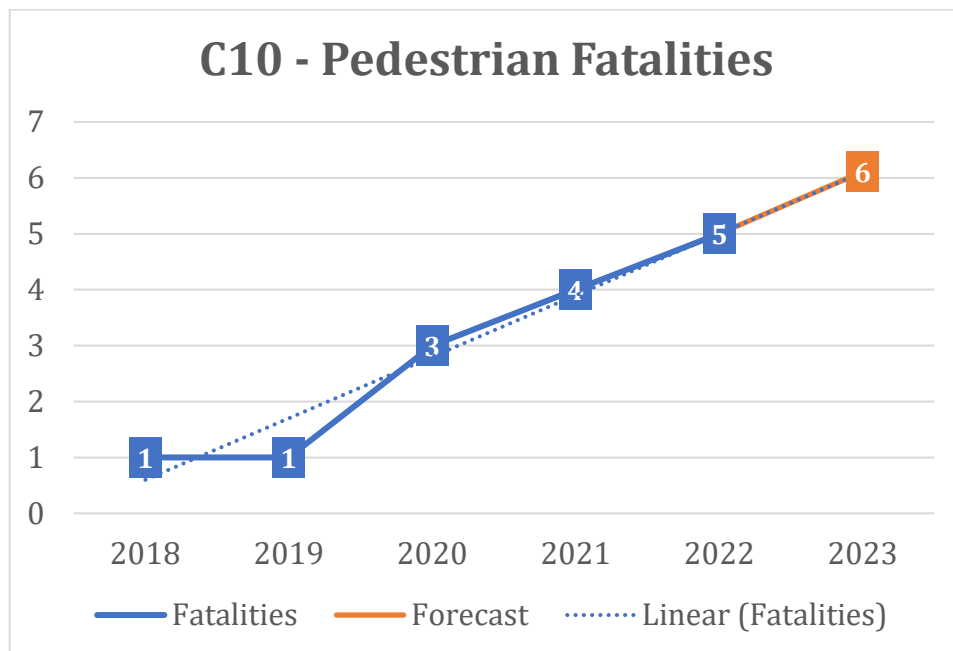
C-10. Number of pedestrian fatalities.

Goal: To reduce the number of pedestrian fatalities to 1 or below for the Territory.

Number of pedestrian fatalities in FY 2022: 2

Status: This performance measure for FY 2022 was not met.

Future HSP Adjustments: To increase awareness about pedestrian safety and reminding drivers and walkers that staying safe is a shared responsibility, the VIOHS has started publishing pedestrian safety campaigns. Additionally, a partnership with the USVI Walkability Institute is being established to join in their efforts to achieve walkability in the US Virgin Islands and educating the community on pedestrian safety.



Traffic Records Performance Measure: No

Target Metric Type: Numeric

Target Value: 2

Target Period: 5 Year

Target Start Year: 2019

Performance Measure Justification

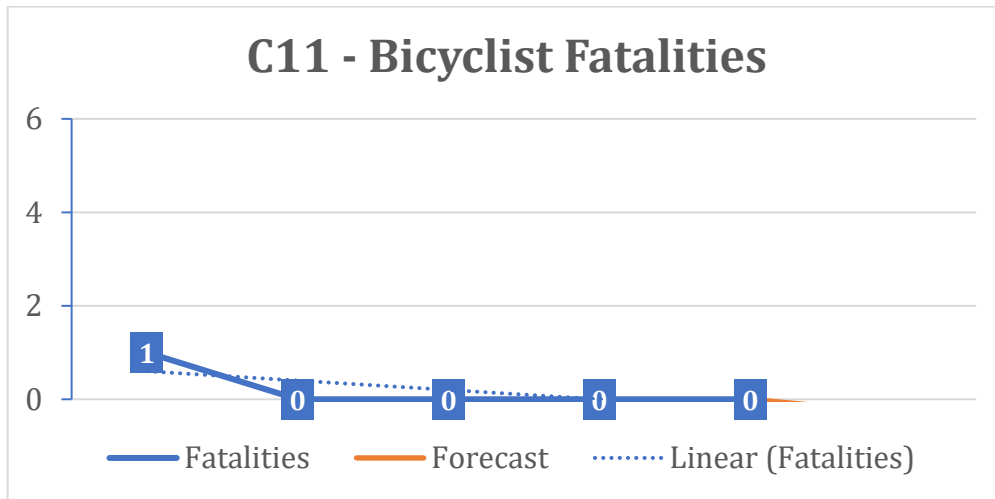
Early 2022 crash data has pointed towards an increase in pedestrian related incidents, and did not meet the target value. The target for 2023 (2019 – 2023) 5-year average is set at **2**.

C-11. Number of bicyclist fatalities.

Goal: To reduce the number of bicyclist fatalities to 0 for the Territory.

Number of bicyclist fatalities in FY 2022: 0

Status: This performance measure for FY 2022 was met.



Traffic Records Performance Measure: No

Target Metric Type: Numeric

Target Value: 0

Target Period: 5 Year

Target Start Year: 2019

Performance Measure Justification

Linear trend analysis predicts no change in this category for 2022. Since Bicyclist Fatalities has been almost 0 for the past 5-years, the target is set at 0 for 2023.

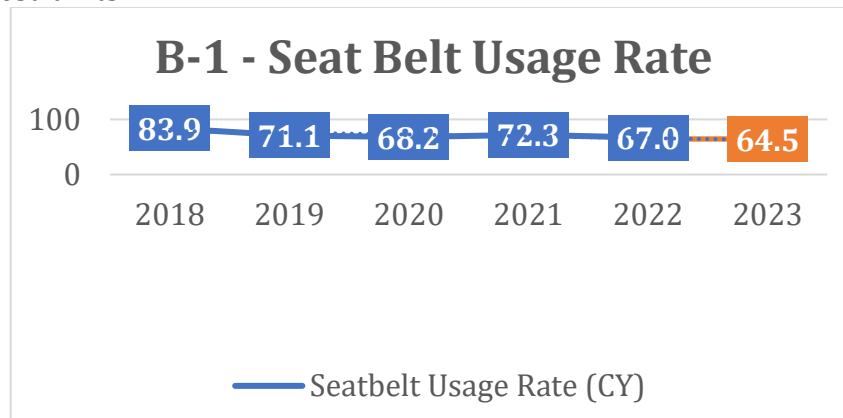
B-1. Observed Seat Belt Rate for Passenger Vehicles, Front Outboard Occupants.

Goal: To increase seat belt usage rate to 78.6% for the Territory.

Seat belt usage rate in CY 2022: 67.0%

Status: This performance target for FY 2022 was not met.

Future HSP Adjustments: To address the lagging territorial seat belt rate, VIOHS plans to execute a NHTSA-recommended plan of high-visibility enforcement coupled with community outreach and education. Collaborative planning efforts with the VIPD have begun. The media efforts – radio and online – launched in FY 2022 will continue to remind the community of the critical importance of the correct and consistent use of safety restraints.



Traffic Records Performance Measure: No

Target Metric Type: Percentage

Target Value: 78.6%

Target Period: Annual

Target Start Year: 2023

Performance Measure Justification

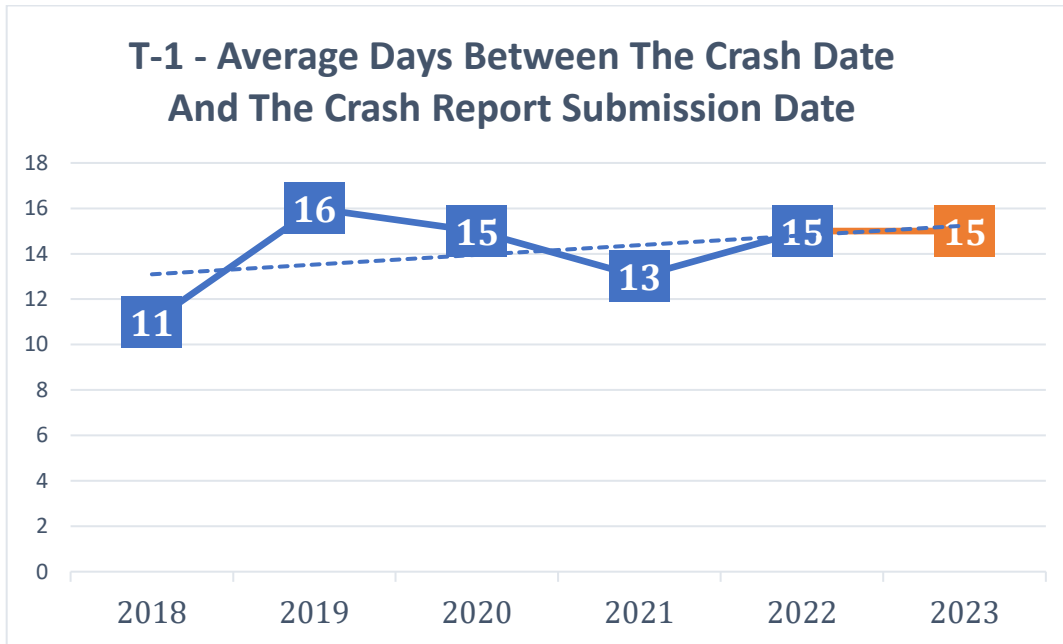
Linear trend analysis is forecasting a decrease in the Seatbelt Usage Rate for calendar year 2021 and 2022 were not met. Therefore, the target for this measure will be the same as the FY 2022 HSP, **78.6%** for Calendar Year 2023.

T-1. Average Days Between the Crash Date and the Crash Report Submission Date.

Goal: To reduce the average days between the crash date and the crash report submission date to 5 days for the Territory.

Average day between crash date and crash report submission in FY 2022: 15

Status: This performance target for FY 2022 was not met.



Traffic records performance measure: Yes

Primary performance measure attribute: Timeliness

Core traffic records data system to be affected: Crash

Target Metric Type: Numeric

Target Value: 5

Target Period: Annual

Target Start Year: 2023

Performance Measure Justification

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

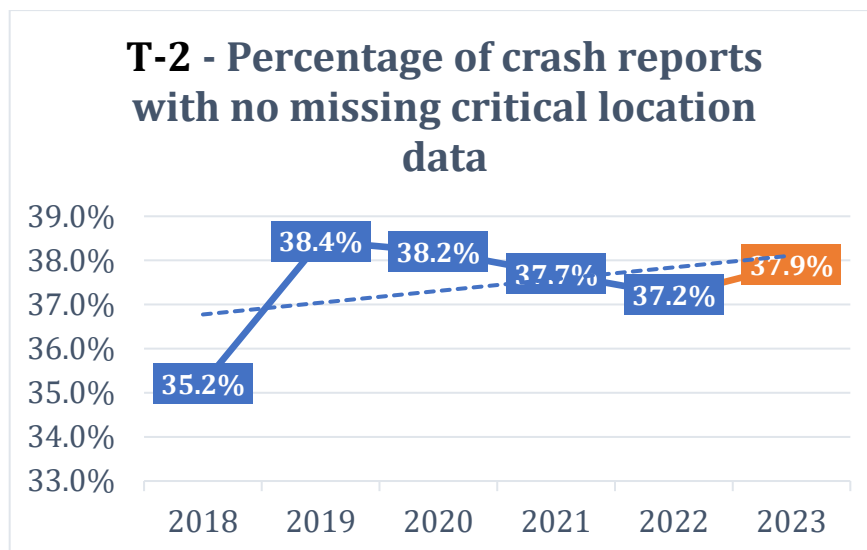
T-2. Percentage of crash involved vehicles that tag numbers matches BMV's vehicle files.

Goal: To increase the percentage of crash involved vehicles that tag numbers matches BMV's vehicle files to 56% for the Territory.

Percentage of crash involved vehicles that tag numbers matches BMV's vehicle files in FY 2022: *Pending*

Status: The performance target is still pending due to VIOHS' inability to access recent vehicle data.

Future HSP Adjustments: The traffic records program is currently in process of hiring a subject matter expert to assist with the integration of the traffic records systems. Successful linkage between the crash and vehicle system will significantly improve this measure.



Traffic Records Performance Measure: No

Target Metric Type: Numeric

Target Value: 90%

Target Period: Annual

Target Start Year: 2023

Performance Measure Justification

After the implementation of the USVI's new e-Crash/e-Citation system this measure is expected to improve greatly because of the updated validation and business rules included with the electronic crash forms. Therefore, the target is set at **90%** for calendar year 2023.

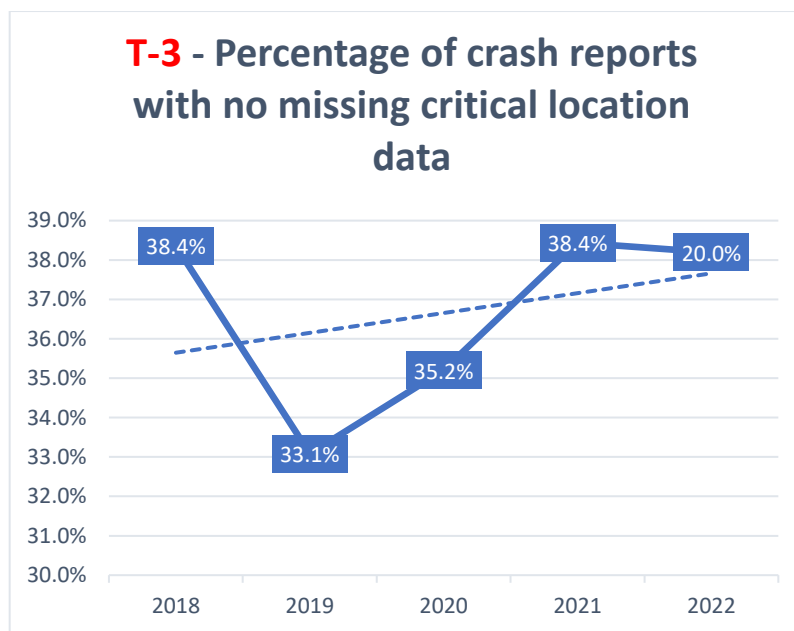
T-3. Percentage of Crash Reports with No Missing Critical Location Data.

Goal: To reduce the percentage of crash reports with no missing critical location data to 56% for the Territory.

Percentage of crash reports with no missing critical location data in FY 2022: 38.2%

Status: This performance measure for FY 2022 was not met.

Future HSP Adjustment: The new e-Citation/e-Crash software, TraCS, that the VIPD are currently working on implementing will be utilizing the LGO-GIS Division’s mapping files to accurately tag crash reports with geocoordinates.

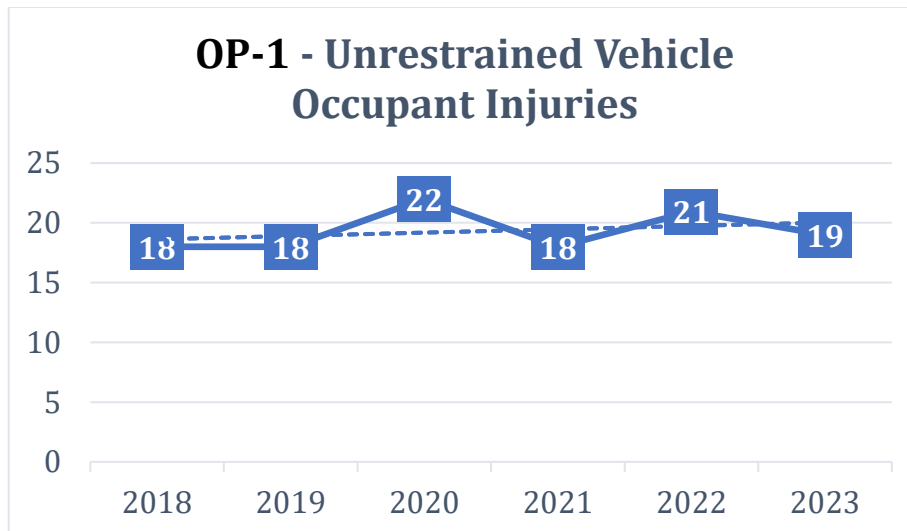


OP-1) Unrestrained Vehicle Occupant Injuries

Goal: To reduce the percentage of unrestrained vehicle Occupant Injuries by 56% for the Territory.

To reduce unrestrained vehicle Occupant Injuries to 16.

Status: This performance measure for FY 2022 was not met.



Primary performance measure attribute:

Core traffic records data system to be affected: Crash

Target Metric Type: Numeric

Target Value: 16

Target Period: Annual

Target Start Year: 2023

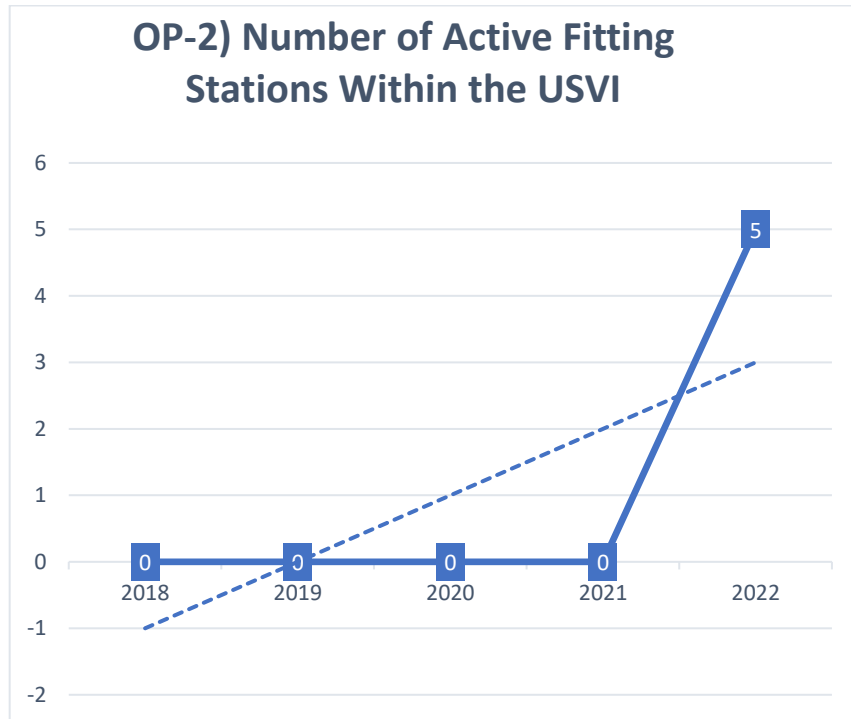
Performance Measure Justification

This category continues to follow a negative trend and increase in 2022. But, a target of **16** is set for 2023 based on planned activities.

OP-2) Number of Active Fitting Stations Within the USVI

Goal: To increase the Number of Active Fitting Stations Within the USVI to ten territory wide.

Status: This performance measure for FY 2022 was not met.



This measure is not related to any core traffic records data systems, but a human element and community outreach measure.

Target Metric Type: Numeric

Target Value: 10

Target Period: Annual

Target Start Year: 2023

Performance Measure Justification:

The 2022 target for this category was 2022 of which 50% was met. The aim is a 50% increase for 2023.

Planning and Administration

Awarded: \$361,020.00 Expended: \$205,847.57 \$402

In fiscal year 2022, the Planning and Administration project funded under VIOHS administered funded initiatives from sections 402, 405b, and 405c.

The goal of Planning and Administration was to provide management, supervision, and support services for activities necessary to operate the traffic safety program in the Territory; to propose traffic safety legislation aimed at increasing awareness of the dangers of “risky” traffic safety behaviors, thereby reducing fatalities and increasing seat belt usage.



Objectives

- To provide leadership and resources for the development and implementation of the traffic safety programs during Fiscal Year 2022
- To attend trainings, conferences, and webinars during Fiscal Year 2022 that would enhance the overall job performance of the VIOHS as stipulated by the National Highway Traffic Safety Administration (NHTSA)
- To publicize all local and national grant funded and non-grant funded enforcement initiatives
- To prepare financial vouchers, the FY 2023 Highway Safety Plan (HSP) and FY 2022 Annual Report before the designated due dates
- Facilitate grant management workshops for the respective program throughout the fiscal year by conducting a minimum of one workshop per quarter
- Adherence to VIOHS Policies and Procedures manual
- Close monitoring of e-Citation project FY2022; Adherence to the 2019 MR Corrective Action plans

Results

Staffing: VIOHS staffing was reduced by three employees in FY2022. Departing employees were the Media Communication Coordinator, the Law Enforcement Liaison, and the Traffic Analyst/Traffic Records Management Coordinator. However, VIOHS continued to ensure the fulfillment of mandates for the programs which the office received federal funding from NHTSA. In the month of December 2022, the Compliance Officer transferred to another GVI entity.

Enforcement Initiatives: The COVID-19 induced lack of manpower at VIPD resulted in no project funded enforcement activities during FY2022.

2019 Management Review & Corrective Action Plans (CAP): As a result of the 2019 Management Review, a Corrective Plan (CAP) was developed and agreed upon by the USVI. The VIHS was mandated to ensure all aspect of the CAP are established, implemented, and adhered to on a continuing basis. The CAP listed improvements targeted:

- Highway Safety Planning to include viable data to build the plan
- Improved involvement of the GVI agencies that are involved with traffic safety in the USVI.
- Diversity in the allocation of funds to sub-recipients other than VIOHS and VIPD with a minimum of 60% distribution to outside sources
- Improved monitoring of all program projects
- Improved adherence and tracking of equipment as per both local and federal mandates.
- Improved tracking of time for employees paid from approved program projects.
- Adherence to the mandates of the annual scientific observational seat belt survey.
- Adherence to the VIOHS Policy & Procedures manual.

Diversity in programs sub-recipients: The VIOHS solicited requests for projects proposals from outside agencies, private contractors and non-profit organizations for the Traffic Records and Occupant Protection programs. The VIOHS continues to work with potential sub-recipients to ensure that all projects are viable, meets programs requirements, will be easily approved by NHTSA, and will benefit the Territory by promoting improved traffic safety.

2022 Pandemic Impact: In FY2022 coronavirus COVID-19 continued to have some effects on the VIOHS operations. The VIOHS staffers teleworked during the 1st Quarter of FY2022. Some staffers did not wish to travel due to residual COVID fears, other illness and loss of staff caused unused travel budget balances.

Policy and Procedures Manual: The Policies and Procedure Manual has been created, and VIOHS staffers continue to update and adhere the created manual.

Fiscal Year 2023 Corrective Measures

Many of the corrective measures utilized for FY2022 will continue in FY2023 as the VIOHS continues to aim to reestablish its purpose and functionality.

- 1) The success of the enforcement efforts has proven that the LEL position is critical to the VIOHS operations. The development and use of approved enforcement plans, facilitation of planned trainings (lidar/radar and At Scene) and workshops to increase positive

output will continue to maintain the enforcement aspect of VIOHS activities. The Police Traffic Services Program Area will ensure a structured approach towards accomplishing program objectives.

- 2) To increase effectiveness of the VIOHS, a cross cultural approach towards problem identification, management and monitoring has been implemented. As a result, the program now has Highway Safety Coordinators who work together to accomplish VIOHS' objectives.
- 3) To ensure efficient use of resources, internal control measures such as creating and being held accountable for achieving the deliverables in monthly action plans among the staff will continue. The coordinators will work jointly to be responsible for planning/scheduling outreach efforts territory wide and creating alliances with other GVI and outside agencies.
- 4) To build the HSP based on data from the six core agencies relative to traffic safety, the VIOHS will continue to work within the HSP mandates of working with those agencies to obtain sub-recipient projects aimed at improving the interface and interconnectivity of the systems being used and proposed, and the data produced from the agencies.
- 5) It is the intention of the VIOHS to continue to diversify grant offering and activities to include updated new sub-recipient application packages in FY2023. The Compliance Officer will maintain a monthly schedule to ensure effective use of program offerings and the receipt of outcomes which remains in line with highway safety objectives. Additionally, bi-monthly monitoring schedules will be tasked to coordinators to include the facilitation of on-site assessments.
- 6) To maintain a fluidity in structure and approach towards completing projects, the Director and staff will create a timeline which incorporates checks and balances of such external sources as the fiscal division of the VIPD, the Office of Budget and Management (OMB), the Department of Property and Procurement (P&P), and the Department of Finance (DOF) which provides a cursory review of all fiscal matters. By utilizing a standard timeline, the onus of accounting for the timely approval process for VIOHS projects and the processing of vouchers will be shared by both VIOHS staff as well as our external GVI partners.
- 7) Efforts to expand program offerings territory-wide will continue. The search for office space continues in the St. Thomas/St. John district. In the St. Croix district, the reconfiguration of the office space was developed, but was delayed. A revised plan will be developed and planned for completion in FY2023. It will include a designated office space for the Director, and an updated conference area.
- 8) The identification of a marketing contractor will facilitate the needed community outreach activities and enforcement to increase initiatives to increase traffic safety awareness, reduce crashes and injuries and gather data from focus groups and surveys to better assist the VIOHS in planning outreach activities. The VIOHS will embark on a strategic approach to disseminate Traffic Safety communications. Current trends

indicate an increase in various crash categories. To address these increasing trends, a Mass Media Campaign will continue to be implemented in FY 2023. A mix-market approach is being utilized to attract the attention of a multi- segmented market. The Virgin Islands comprises three islands with various nationalities and individuals from numerous regions of the world; therefore, diversity marketing strategies are being deployed to capture and relay traffic safety messages.

- 9) The NO-COST project extension was granted through FY2023 for the implementation phase of the multi-year electronic citation. The executed contract for the multi-year TraCS software licenses, installation and maintenance service agreements was delivered to IOWADOT in September. VIOHS will work diligently with VIPD and IOWADOT to ensure project mandates are kept within the established timelines, or are adjusted as necessary due to the delays to date.
- 10) To ensure staff development, all approved training will be encouraged, and coordinators will be held accountable through mid-year evaluations.

IMPAIRED DRIVING PROGRAM SECTION 402

Impaired Driving Program Management

Awarded: \$111,891.00 Expended: \$110,126.20 \$402

The Traffic Safety Manager is the single statewide resource responsible for managing the Impaired Driving program area. The program is responsible for implementing initiatives on alcohol and drug impairments, fatigue/drowsy, and distracted driving by expanding community-based sub-recipients, program planning, grant, and budget development and oversight. The Program Manager allocated time to support the development of a more dependable structural framework to achieve data-driven evidence to promote highway safety compliance through education and awareness while meeting the program-related activities and mandates. The success of the program will be measured by the Impaired Driving Program Manager's knowledge to develop, promote, and facilitate activities geared towards mitigating the risks associated with impairments among motorists on the territory's highways, supporting the overall goal of the VIOHS' mission to achieve the zero fatalities.

Objectives

- 1) To increase public education relating to impaired, distracted, and fatigued/drowsy driving on social media utilizing infographics and PSA's
- 2) To assess training and technical assistance needs of sub-recipients and to provide the necessary guidance
- 3) To ensure procurement of budgeted and approved expenses such as the freight charge to transport the SIDNE inter-island to conduct outreach
- 4) To conduct at least two (2) educational outreach events each quarter, a total of eight (8) in FY 2022, to promote adherence to traffic safety laws within the COVID-19 guidelines
- 5) To increase the number of and monitor the activities related to impaired, distracted driving, and traffic records per quarter, determined by the number of approved projects (one (1) monitoring and evaluation each quarter)
- 6) To assist with the Traffic Records Coordinating Committee (TRCC), Traffic Records Strategic Plan (TRSP), and ensure all data-driven programs and initiatives

Results

The Impaired Driving Program Traffic Safety Manager accomplished eight community outreach and awareness objectives, transcending the intended goal. Educational pamphlets that promote the deterrence of Driving Under the Influence (DUI) related behaviors were disseminated during each outreach activity. The program intended to provide outreach to combat underage and elder drinking and educate youth and the public on the dangers of drinking and driving.

Traffic Records

The Impaired Driving Program Traffic Safety Manager participated in the Traffic Records Coordinating Committee (TRCC), Traffic Records Strategic Plan (TRSP), and collected DUI arrests data in both districts to ensure data-driven programs and initiatives. The Manager also participated in the following meetings:

- ❖ VIPD e-Citation Integration Plan Meeting - DOH EMS VIOHS
- ❖ VIPD e-Citation Integration Plan - LGO-GIS Division
- ❖ VIPD e-Citation Integration Plan Meeting – DPW
- ❖ VIPD e-Citation Integration Plan Meeting - Traffic Bureau
- ❖ VI Traffic Records Coordinating Committee Meeting - SWOT Report @ VITEMA
- ❖ Traffic Records Assessment- (April 7th & June 8th)
- ❖ Virgin Islands TraCS kickoff meeting

VIOHS Appreciation Luncheon

VIOHS organized, planned, and held an appreciation luncheon with the LEL/Police Traffic Coordinator, Danielle Cranston. The event was held on Friday, October 15, 2021, from 11 am – 2 pm at the VI Port Authority Cruise Lounge at the Henry E. Rohlsen Airport on St. Croix to express gratitude to our sub-recipients, volunteers, VIOHS Staff, and Director. Other community outreach activities are as follows:



- VIPD Crime Prevention Fall Festival Community Night Out- St Thomas/St. John District
- VIPD Crime Prevention Cruzan Winter Festival Night Out Event
- Collaborated with Access to Racial Cultural Health Institute, Inc. (ARCH) Community Resource Fair
- Emergency Medical Services for Children (EMSC) Kids Night Out Outreach
- 50th Annual Agriculture & Food Fair Outreach (3 days)
- St. Thomas Annual Food Fair
- St. Thomas/St. John Carnival
- Mango Melee & Tropical Fruit Festival at the St. Georges Botanical Gardens, St. Croix, VI
- Weed and Seed Program- Drug Education For Youth (DEFY) Summer Program Traffic Safety Outreach
- Caribbean Center for Boys and Girls (FKA The Boys and Girls Club) VI Outreach
- University of the Virgin Islands (UVI) Civics Day Outreach
- Partook in Child Passenger Safety (CPS) Events throughout the territory.

Virtual Conference, Meetings, & Webinars

The Impaired Driving Program Manager attended virtual webinars, conferences, and training ranging from the 2021 NAWHSL Virtual Conference- Moving Mountains for Unity; One for the Road? Using Data to Prevent Impaired Driving; Wrong Side of the Road Program Launch (Virtual)

webinar. Professional development, such as Effective Speaking and Presenting & Skill Up! Writing Government Grants provided by UVI to enhance the growth and familiarity with impaired driving. The meetings, webinars, & conference are as follows:

- Life Begins at 55—But so Might the Driving Challenges
- Speeding: The Other Pandemic
- E-Charging and Phlebotomists for Multiple E's
- Wrong Side of the Road Program Launch (Virtual)
- FY 2022 Enforcement Projects Preparation -STX
- November Grants Innovation Exchange Session – New Unique Entity ID (SAM)
- Buckling Down on Buckling Up - An OP Data Update
- Created PSAs for Thanksgiving, Christmas, and National Drugged & Driving
- VIOHS Website "FINAL" Review & Training
- Drive Sober Holiday Kickoff Virtual event
- DOF Memorandum No. 03-2022 - Munis Version 2019.1 Training
- Munis Training Session 101 with Director O'Neal
- VIOHS Coordinators Meeting
- Expanding Our Reach: The Role of State Highway Safety Offices in the Safe System Approach
- FY23 Highway Safety Planning Webinar
- Voucher Preparation
- New in 22 @ NUNA
- Processing of Invoice Payments in the ERP
- USVI Law Enforcement Phlebotomy Discussion
- NHTSA Webinar on SHSO Technical Assistance Efforts
- Impaired Driving Coordinators Meeting
- Shifting Our Thinking: Mode Shift for Safer Streets
- Aging & Driving Symposium - Medical Review / Assessing and Counseling Older Drivers
- VIPD Meeting with Mr. Gregory Davila- Agrifest 2022 On-Site Set-Up
- DUID Tool Funding Program Webinar
- CADS training and Leadership Session with EMS
- Students Against Destructive Decisions (SADD) Training & Engagement Project
- Directing Drivers' Attention: A State Highway Safety Office Roadmap for Combating Distracted Driving
- Radio Opportunities-Traffic Safety
- Road to Zero Briefing: National Rural Road Safety Awareness Week
- VIPD Budget Prep Meeting
- NCPSB CEU Webinar: Tech Guide 2.0 - A Deeper Dive into the "Why"
- Putting it to Work: Strategies and Interventions in Traditionally Underserved and Vulnerable Communities
- USVI Walkability Institute Follow-Up Discussion: USVI Office of Highway Safety Partnership

Professional Development- Certification Received

- Foundations of Highway Safety
- Effective Speaking and Presenting
- Child Passenger Safety Technician Training
- GVI 03 - Protecting information
- GVI 03.a – Micro-Protecting information
- GVI 03.b – Nano-Protecting information
- NHTSA Highway Safety Grants Management
- Data-Driven Approaches to Crime and Traffic Safety (DDACTS) training
- Skill Up! Writing Governments Grants- UVI

Public Education on social media Utilizing Infographics and PSA's

The Program Manager continued to educate and deter alcohol-impaired driving to the public through PSAs, social media, and the radio, beginnings with acknowledging Thanksgiving, December National Drunk & Drugged Driving Prevention Month, Super Bowl LVI, and St. Patrick's Day, 4th of July (St. John Celebration), and Labor Day. The ID Traffic Safety Manager provided education activities throughout the St. Thomas St. Carnival after a two-year hiatus. The VIOHS ensured that signage with the preventative message: **"Buzzed Driving is Drunk Driving, VI; Designate a Sober Driver"** was emphasized on every village booth! Along with electronic billboard messaging at the Food Fair and the Village stage was conveying, **"Party with a Plan" and The Problem with Drinking and Driving is the Mourning after!"** The Traffic Safety Manager delivered live radio interviews with 107.9, 95.1, 107.9, & 103.5 & Rumba 98.3 to engage with the community at several events, including the Annual Food Fair, village, and J'ouvert, to educate and encourage motorists to drive safely. Banners displaying crashes emphasizing the dangers of driving impaired are strategically placed along the Carnival activity routes. Education awareness was placed on Facebook & Instagram social media platforms throughout the fiscal year to connect with audiences working to achieve VIOHS's mission and goals relative to impaired, distracted, and fatigued/drowsy driving. Here are a few pictures highlighting the Impaired Driving program outreach and social media initiatives.





Fiscal Year 2023 Corrective Measures

The Impaired Driving Program's success depends on developing relationships with other governmental agencies, private sectors, and non-profit organizations. The key is to deter impaired driving in the territory to enforce and educate the motoring community and other traffic safety partners to prevent impaired driving and to encourage safe traffic behaviors on the roadways.

- 1) To produce a minimum of two sub-recipients in FY 2023 to curtail impaired driving and build community awareness
- 2) To monitor at least two enforcement initiatives per quarter
- 3) Attend all approved virtual and in-person training, conference, and webinars each

quarter to continue education and career training to develop new skills and stay up to date on current trends for career advancement

- 4) Increase public education relating to impaired, distracted, and fatigued/drowsy driving on social media utilizing infographics, PSAs, and radio
- 5) To conduct at least four (4) educational outreach events each quarter, a total of sixteen (16) in FY 2023, to promote adherence to traffic safety laws within the COVID-19 and monkeypox guidelines
- 6) In addition to the program-related activities and mandates, the Impaired Driving Coordinator will allocate 25% of the time to the Traffic Records program. The coordinator's time will ensure that data collection related to their program area is validated for relevance and accuracy, including monthly and updating the annual reports, projects, and fiscal statistics. The Program Manager will also direct time to engage critical participation from external agencies, train new sub-recipients, provide monitoring, and oversee Traffic Records projects in collaboration with the Traffic Records Analyst/Safety Manager and the Director. The focus will continue towards traffic records, data collection, accuracy, and reporting in the USVI, which needs significant improvement. This integration will assist the impaired driving program in acquiring potential sub-recipients.

Impaired Driving Youth Awareness Project

Awarded: \$75,000.00

Expended \$0.00

\$402

The Traffic Safety Manager for the Impaired Driving Highway Safety program, in collaboration with the VI Department of Education (VIDE), will formulate a peer leadership after-school program instructing students between the ages of 15 to 21 on the dangers of driving impaired as a tiered approach to transforming a culture ingrained in traditions of celebrating alcohol-themed events involving youths. This planned activity aims to combat the percentage of crashes involving adolescent drivers and mitigate the future risks of impaired driving. The selected countermeasure intends to address behavioral challenges and promote traffic safety within the targeted population. The program will propose 10-15 students per district in after-school workshops and virtual activities, preparing them to serve as peer leaders and promote traffic safety awareness that prevents teen driver crashes which result in injuries and fatalities.

Objectives

- Identify an Advisor/Facilitator to facilitate and attend all meetings to oversee the students' activities by addressing and formulating alcohol, drug, and distracted driving awareness in the Territory
- Create an environment that provides students with opportunities to develop, refine, and practice leadership skills
- Implement peer-to-peer activities that focus on youth drinking and driving prevention programs, discouraging drinking, and driving
- Develop a minimum of five (5) educational projects, such as, presentations, and discussions pertinent to underage drinking, marijuana use, team building, and positive communication within the school community
- Build the essential foundations to cultivate a local Students Against Destructive Decisions (SADD) chapter of national initiatives that align with the overall goals of VIOHS
- Reduce the percentage of crashes involving adolescent drivers by 5.25 percent from 305 to 289 and mitigate the future risk of impaired driving by addressing the targeted segment and population's behavioral challenges

Results

No activities were conducted during FY 2022 for the Impaired Driving Youth Awareness Project.

Fiscal Year 2023 Corrective Measures

The VIOHS ID Traffic Safety Manager, through the guidance of the Director, will solicit interest in creating new community-based partnerships. Providing students with accurate information about drinking and social norms programs reduce the pressure that light- or non-drinkers feel about drinking and help heavier drinkers realize their drinking is atypical, as described in NHTSA's tenth edition of A Highway Safety Countermeasure Guide for Highway Safety Offices (Chapter 1: Section 6.5). Outreach efforts based on national and state program area-specific programs benefit the established performance targets within the program area. This countermeasure will direct the program towards conducting community-based education and outreach efforts using first-hand accounts, preventative tools, and avenues to discuss the consequences of driving impaired while promoting traffic safety.

VI Students Against Destructive Decisions (SADD) Training

Awarded: \$65,000.00

Expended \$0.00

\$402

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

Objectives

- To reduce the percentage of crashes involving adolescent drivers and mitigate the future risk of impaired driving by addressing the behavioral challenges within the targeted segment and population
- To utilize an approach focusing on social norms by including the accurate information about youth drinking prevention programs, discouraging drinking and driving
- To establish a Students Against Destructive Decisions (SADD) program within the schools
- Establish community outreach programs in conjunction with schools, after school programs and the University to educate adolescent drivers between ages 16 and 21 with the dangers of impaired driving
- To combat destructive behaviors and provide a clear message by applying an interactive activity on topics to include underage drinking, marijuana use, team building and positive communication

Results

No SADD activities were conducted during FY 2022.

Fiscal Year 2023 Corrective Measures

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

OCCUPANT PROTECTION PROGRAM SECTION 402

Occupant Protection Program Management, USVI

Awarded: \$223,815.08

Expended: \$241,767.28

\$402

The role of the VIOHS Occupant Protection Program is to promote the use of appropriate car safety restraints through education and coordinated enforcement activities. To combat a comparatively low seat belt compliance rate, the program aims to motivate motorists and their passengers to make the informed decision to correctly and consistently utilize seat belts and child safety restraint systems to reduce the risk of crash-related injuries and fatalities while complying with VI occupant protection laws. Efforts toward this goal include public information, community outreach and education, high visibility enforcement, child passenger technician training, and child safety seat distribution programs.

Objectives:

- Develop the USVI Occupant Protection Program by executing activities that support program purpose/objectives
- Develop the fiscal year activities plan and implementation schedule by coordinating a minimum of ten (10) outreach activities, facilitating CPS training and clinics, and Child Safety Week activities
- Provide community education and outreach activities which target data-identified at-risk groups and motivate positive shifts in occupant protection behaviors for all
- Coordinate effective process for distribution of car safety restraint systems for families in need
- Formulate and present a territory-wide mobilization plan for Occupant Protection and increase seat belt usage through enforcement activities
- Develop an activity plan for nationally recognized program mobilizations
- Solicit sub-grantees and creation of new community-based partnerships

Results

Data collection from community-based outreach activities identified a critical need to improve child passenger safety (CPS) in the territory. Therefore, supported by best practices learned through professional development opportunities and the execution of countermeasures that work, the Occupant Protection Coordinator delivered an active educational outreach campaign focused on driving behavioral changes for caregivers and students. The program also supported this behavioral shift by providing no-cost child safety seats throughout the territory to families in need. To support these efforts, the program provided training to certify 33 Child Passenger

Safety Technicians (16 in the St. Croix district, and 17 in the St. Thomas/St. John district) and established 5 CPS Fitting Stations in strategic locations on each island.

Community Outreach and Education

The OP Coordinator conducted 17 community outreach initiatives, in-person and online, to share the information about VI occupant protection laws and the repercussions of non-compliance - physical and economic - required for motorists and their passengers to make consistently safe decisions when traversing territorial roadways. Audience members included students (PK-university), caregivers and childcare service providers.



In addition to direct contact with parents and students, the coordinator also maintained a strong presence through online posts and news releases. The OP Coordinator also collaborated with the Communications Media Coordinator to produce a 9-minute video as requested for the VI Department of Education for the Week of the Young Child festivities. The video provided information to the PK-3rd grade audience that taught the importance of buckling up (video link: <https://youtu.be/balEGLIr8WI>).

The following educational videos were also created and distributed through social media platforms:

- Prevention is Better Than Cure (link: <https://youtu.be/q1k1Xsb42fs>)
- VIOHS CPS Fitting Stations (link: <https://youtu.be/-6MfMd7Mn1I>)

The OP Program worked with the Communications Media Project to create a traffic safety campaign featuring Aliyah Boston. The following videos were created through the initiative:

- Occupant Protection (released 9/22) <https://youtu.be/tooFIPA94mA>
- Distracted Driving (released 10/22) <https://youtu.be/47-Tpf9o2gM>
- Impaired Driving (to be released 11/22) <https://youtu.be/imIHNzGGVJQ>
- Speeding (to be released 12/22) <https://youtu.be/yYh3XJZWm1M>

Additionally, the OP program completed and launched the following video and audio ads: *Buckle Up Baby* (child passenger safety - <https://youtu.be/Wnmeg9rNnNA>), *Friends in Motion* (teen seat belt safety - <https://youtu.be/tpYmJ2CeCq0>), and *Late Night Run* (nighttime occupant protection - <https://youtu.be/O9p7kn6NSYg>).



Child Passenger Safety Month Activities

The coordinator engaged public, private and parochial schools, and churches across the territory in an *I Choose Safety* bulletin board/poster competition. Elementary students were challenged to explore child passenger safety laws and strategies to teach their peers or caregivers the importance of correct and consistent use of child restraints.

During the month, elementary school observational visits were conducted to assess the safe transport of children leaving school in private vehicles. Data gathered from this initiative inspired a community-wide booster seat drive.

Car Seat Distribution

The OP Coordinator continued the partnership with the VI Department of Human Services' Office of Child Care and Regulatory Services, whose overlapping mission involves child safety. Through DHS, VIOHS received and distributed 150 car seats (75 per district). In exchange, VIOHS trained their clients, distributed the seats, and provided distribution data for their reporting.

Fiscal Year 2023 Corrective Measures

The OP Coordinator will

- 1) Work to form additional partnerships with community groups and organizations to increase opportunities for information distribution
- 2) Maintain a strong media presence to keep OP safety as a community priority
- 3) Create a coordinated activity plan for educational outreach and CPS clinics
- 4) Procure child safety seats to supplement those provided through VIDHS to ensure sufficient inventories to meet community demands

**OCCUPANT PROTECTION
PROGRAM (Low Seatbelt Usage)
SECTION 405(b)**

Occupant Protection Teen Drivers Outreach Project

Awarded: \$63,444.04

Expended: \$62,046.15

\$405(b)

The VIOHS continued efforts with EZ Driving School to conduct the Teen Drivers Outreach Project. The initiative was designed to provide targeted interventions to drivers and passengers in this data-identified at-risk group. During FY2022, the St. Croix-based school extended initiative coverage into the St. Thomas/St. John district and intervention efforts to parents of teens, through focus groups and online videos, to provide them with realistic strategies which they can employ to encourage and enforce seat belt compliance for their young drivers. Through impactful and consistently imposed consequences, parents are empowered to take proactive measures to reduce risky driving behaviors.

Objectives

- Conduct survey to assess seat belt knowledge and participation rates in the community – pre- and post-initiative
- Educate the community on the 2019 amendment to the VI Code requiring seat belt compliance for all vehicle occupants, despite seating position
- Engage district youth in seat belt initiative through education and community outreach
- Engage parents of teens through focus groups and targeted commercials
- Create and distribute original, culturally relevant media products to educate the community on VI occupant protection laws and the physical and economic costs of noncompliance

Results

The EZ Driving Team conducted a web-based pre and post initiative survey to measure the change in community perception as a result of their efforts. In addition to the media products launched during FY2021's initiative which aimed to convince teens to consistently utilize seat belts when traversing the roadways, the team created two more videos targeting parents and their teens:

- EMT/VIPD Video – encouraging teen seat belt compliance from the perspective of first responders <https://youtu.be/pziaOGauwyg>
- Parent to Parent Video – empowers parents to establish and enforce safe driving expectations with their teens <https://youtu.be/SYiBkq6PsRM>

The initiative continued efforts to educate the community on the 2019 amendment to the VI Code which mandated seat belt use for back-seat passengers over the age of 14. Roadside campaigns utilizing teen participants were continued to engage motorists and their passengers and encourage seat belt compliance. This high-visibility effort created a community buzz and a positive impact on passersby. Original Arrive Alive banners were also placed throughout the territory to remind motorists, particularly teens, of the need to comply with OP laws.



The initiative also worked with parents of teens to devise realistic strategies that can support teen seat belt compliance, to include a Parent-Teen Safe Driving Agreement, which is offered as a tool, territory-wide, for parents to enforce safe driving habits with their teen drivers and their passenger, who are often their peers.

Fiscal Year 2023 Corrective Measures

- 1) Extend invitation to other driving schools in the territory to provide direct intervention to their teen students and their parents
- 2) Engage high schools through increased visibility and planned interactions with students.
- 3) Continue parent engagement efforts to improve their confidence as change agents for their teen's driving behaviors

Occupant Protection Child Passenger Safety (CPS) Training

Awarded: \$32,117.68

Expended: \$30,425.32

\$405(b)

The VIOHS provides annual Child Passenger Safety (CPS) Training for police officers, fire fighters, health care workers, and other community partners. Trained personnel become certified CPS Technicians with the most current industry knowledge for safe and effective use of child car restraint systems. Placed strategically throughout the community, these Technicians provide life-saving counsel and assistance to resident and visiting motorists.

Objectives

- Establish certified Child Passenger Safety Technicians (CPST) in each district to assist motorists with children ensure correct fit and safe installation for child safety restraint systems
- Identify CPSTs who can evolve into CPS Instructors to develop a sustainable CPS program in the territory

Results

The OP Program partnered with four (4) nationally acclaimed certified Child Passenger Safety Instructors to conduct CPS certification training in the territory. The instructors – Robert Wall (DC), Allan Buchanan (NC), Vera Fullaway (CO), and Courtney Barry (PA) provided hands-on interactive sessions in each district using the national CPS curriculum approved by the National Child Passenger Safety Board (NCPSTB).

Thirty-three (33) CPS certifications were earned by personnel across agencies and organizations as follows:

St. Thomas/St. John – 17 Certifications

- Schneider Regional Medical Center (1)
- St. Thomas East End Medical Center (2)
- VI Office of Highway Safety (4)
- VI Department of Human Services (3)
- VI Fire Service (2)
- VI Police Department (4)

St. Croix – 16 Certifications

- Juan F. Luis Hospital and Medical Center (1)
- VI Office of Highway Safety (3)
- VI Department of Human Services (3)
- VI Fire Service (4)



- VI Police Department (5)

Trained technicians provided CPS services both in their lines of work and during planned community outreach, ensuring that child passengers in the territory ride safely.

Fiscal Year 2023 Corrective Measures

- 1) Announce training opportunities during first quarter of FY2023 to increase opportunities for community wide CPS support
- 2) Identify a new cohort of committed CPSTs for certification during Quarter 2
- 3) Plan community outreach opportunities for CPSTs to maintain their skills and to meet the CPS needs of community members unable to visit CPS Fitting Stations
- 4) Increase access in the community for car seat fitting advice and installation assistance.
- 5) Identify online CEU opportunities for Technicians in the VI to maintain certification status

Occupant Protection Child Passenger Safety (CPS) Fitting Stations

Awarded: \$32,117.68

Expended: \$4,722.37

\$405(b)

Fitting Stations are locations throughout the community where motorists can go to receive car seat fitting advice and installation assistance from certified CPS Technicians. During FY2022, 5 strategically located CPS Fitting Stations were established across the territory affording resident and visiting motorists with convenient opportunities to ensure that the children in their care ride safely.

Objectives

- To establish CPS fitting Stations throughout the territory where CPS Technicians can assist motorists with children to ensure correct fit and safe installation of child restraint systems
- To increase community awareness, through advertisement, of:
 - The need to have car seats checked for safe installation
 - The availability of the services offered at CPS Fitting Stations
- To provide mobile fitting services to take CPS services to residents who have not or cannot visit CPS Fitting Stations

Results

To support resident and visiting motorists with children – a VIOHS data-identified at-risk group - the OP program established CPS Fitting Stations throughout the territory. Many of these sites are the worksites of Certified CPS Technicians and were advertised as community centers where residents can receive fitting advice, child positioning assistance, and have their seats checked for safe installation. Through this service, the program actively reduces risks of injuries and fatalities caused by incorrectly installed car seats.

Five (5) community-based CPS Fitting Stations were established during the 3rd Quarter. By appointment, motorists with children can have expert assistance with ensuring the safe installation of their children's safety seats. The following strategically located CPS Fitting Stations remain active throughout the territory:

St. Croix

- VI Office of Highway Safety, Frederiksted
- Herbert L. Canegata Fire Station, Christiansted

St. Thomas

- St. Thomas East End Medical Center, Tutu Park Mall
- Omar Brown Sr. Fire Station, Charlotte Amalie

St. John

- VI Fire Service Admin/Prevention Office, Cruz Bay

As a proactive approach, the program collaborated with the VI Housing Authority to take CPS services directly to the residents on their housing communities with the highest percentage of children. Technicians completed visits to three communities; the fourth visit was cancelled due to inclement weather. Participating communities were:

- Marley Housing Community (St. Croix) – Aug. 13, 2022
- H.H. Berg Additions (St. Thomas) – Aug. 20, 2022
- Candido Guadalupe Terrace (St. Croix) – Sept. 3, 2022

CPS Technicians also participated in 13 other CPS community outreach activities during FY2022.

Work conducted through CPS Fitting Stations and mobile CPS efforts yield an estimated territorial error rate of 83%. This is of epidemic proportions compared to the mainland's error rate of 46%. The team will continue efforts to educate caregivers on the critical importance of correctly and consistently using child restraints.

Fiscal Year 2023 Corrective Measures

The lack of initiatives requires strong and swift action to include but not limited to the following:

- 1) Establish an additional 5 Fitting Stations territory wide
- 2) Advertise Fitting Stations throughout the community to ensure that motorists are aware of the services available and their need
- 3) Coordinate opportunities for CPS Technicians to take these life-saving services into housing communities, schools, and other places with high concentrations of parents with young children

Occupant Protection Nighttime Enforcement St. Croix

Awarded: \$46,597.04

Expended: \$0.00

\$405(b)

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

Objectives

- Plan and staff deployment strategies to include two (2) supervisors and eight (8) officers
- Conduct sixteen (16) high-visibility checkpoints and/or saturation patrols on high crash roadways between the hours of 21:00 to 2:00 hours am during planned local and national mobilizations
- Reduce number of unbelted crashes and crash-related injuries and fatalities
- Increase media coverage and educational outreach with Public Information Announcements PSAs, and radio talk shows

Results

There were minimal traffic enforcement projects during the fiscal year due to the manpower challenges at VIPD, and other law enforcement services prioritized other initiatives.

Fiscal Year 2023 Corrective Measures

The lack of initiatives requires strong and swift action to include but not limited to the following:

- 1) Coordinate with LEL to reestablish strong partnership with the VI Police Department and secure their commitment to conducting VIOHS enforcement initiatives. Solicit VIPD Commissioner and/or Governor of the USVI, if necessary
- 2) Identify opportunities to train VIPD officers and supervisors to ensure clear understanding on the required paperwork to ensure accurate recordkeeping and to expedite timely payment of overtime hours
- 3) Solicit participation by outside law enforcement agencies to provide support to VIPD to alleviate issues of manpower shortage

Occupant Protection Nighttime Enforcement St. Thomas/St. John

Awarded: \$46,597.04

Expended: \$0.00

\$405(b)

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CY 2021-2022 Observational Seat Belt Survey, USVI

Awarded: \$195,800.00 Expended: \$160,820.80 \$405(b)

In accordance with federal requirements established by the Secretary of Transportation, the Annual Scientific Seat Belt Survey is required in adherence to mandated guidelines for maintaining federal funds for the promotion of occupant safety throughout the territory.

Objectives

- Outsource the development and administration of the Annual Seat Belt Survey for calendar years 2021 and 2022
- Collect all raw CY data by September 30th of each contracted year and receive final report by December 31 of each CY
- Utilize survey generated data to identify trends and to develop district specific strategies to increase seat belt compliance and reduce crash-related injuries and fatalities
- Ensure that completion of the surveys adhere to the Final Rule Uniform Criteria established by the Secretary of transportation and that the measurements established accurately represent the belted vehicle drivers and front seat passengers on each of the three islands
- Conduct rear-seat compliance in follow-up to the 2019 amendment of the VI Code requiring seat belt compliance for all vehicle passengers, despite seating position

Results

Much of the procurement delays will be avoided for the CY 2022 survey, as a two-year contract was secured. The hired contractor holds a two-year contract to conduct the annual Seat Belt Observational Survey in the territory. The results of the 2021 survey reported a 4.1 percentage point increase from 68.2% compliance in CY2020 to 72.3% compliance in CY2021. Although this increase in a statistically significant move in the right direction, it still reflects a failing safety culture when compared to the average mainland compliance rate of 90.4%.

Additionally, the survey-identified at-risk groups – drivers of light trucks, men, and occupants on local roads - realized significant gains in usage rates. The following at risk groups, continue to be the focus of VIOHS Occupant Protection projects:

- Motorists with children
- Teenage drivers
- Nighttime drivers

For the first time, the 2021 SBS included a rear seat observational component. The results of this survey were also received during the first quarter. Outcomes show a dire need for educational outreach to encourage compliance for child and older rear seat passengers. Overall, over 60% of the territory's rear seat occupants were unrestrained. The report provided compliance rates by island, day of the week, vehicle type and gender. The report also provided insight into rear seat use for vehicles driven by restrained vs unrestrained drivers, concluding that rear seat occupants are more likely to be restrained in vehicles driven by restrained drivers.

To encourage support and buy-in, a presentation of the front seat compliance data was prepared for the Traffic Commanders and VIOHS staff. The data were well received and were found to be helpful in planning future enforcement activities and interventions.

Observations for CY2022 Observational SBS took place from August 26, 2022, through September 4, 2022, as scheduled. Data outcomes are scheduled to be reported in November 2022.

Fiscal Year 2023 Corrective Measures

- 1) Complete data collection and contractor reporting before December 27, 2022
- 2) Submit 2022 survey report by March 15, 2023
- 3) Conduct CY 2023 data collection and reporting activities on schedule

TRAFFIC RECORDS PROGRAM SECTION 402

Traffic Records Management Project, USVI

Awarded: \$232,106

Expended: \$220,114.86

\$402

The Traffic Records Management project is responsible for improving and maintaining the efficiency of the traffic records system and the data it collects. This done through a collaborative effort between the agencies that are members of the TRCC. The VI TRCC is composed of agencies representing the interests of traffic safety data collectors, managers, and users. It serves as the medium for which these agencies can communicate and collaborate efforts to improve the TRS and the quality of its data. The TRS is made up of 6 databases – Crash, Driver, Vehicle, Roadway, Citation & Adjudication, and EMS.

Currently, VI TRCC members are:

- Virgin Islands Police Department (VIPD)
- Virgin Islands Office of Highway Safety (VIOHS)
- Virgin Island Department of Health (DOH)
- Virgin Islands Bureau of Motor Vehicles (BMV)
- Virgin Islands Department of Public Works (DPW)
- Virgin Islands Lieutenant Governor's Office (LGO)
- Superior Court of the Virgin Islands

With the help of the TRCC, the traffic records coordinator's goal is to collect, manage, and analyze traffic records data to provide data-driven evidence for countermeasures aimed at promoting traffic safety.

Objectives

- 1) To manage and monitor Traffic Records and other activities funded through VIOHS to ensure compliance with local and federal regulations
- 2) To analyze traffic record data to provide data-driven evidence of traffic record deficiencies
- 3) To provide technical assistance in project development and performance measures development to traffic records stakeholders where necessary
- 4) To create and maintain an official annual VIOHS Traffic Records statistics book
- 5) To coordinate the 2022 Traffic Records assessment to meet the NHTSA standards and deadline
- 6) To manage and provide any necessary training to the Traffic Records Technician
- 7) To ensure all procurements are expended by FY2022 1st Quarter

Results

The TA prepared the Performance Measurement Report and the Traffic Records Management section of the FY 2021 VIOHS annual reports provided technical assistance to the sub-recipients of the Traffic Records Program. The assistance came in the form of project & performance measurement development, grant writing and project evaluation. Externally, the Department of Health (DOH), Lieutenant Governor's Office (LGO), the Bureau of Motor Vehicle (BMV), the Virgin Islands Superior Court (SC), and the Department of Public Works (DPW) all received a form of technical assistance from the TA to aid with the development of the project application to the VIOHS.

The TRCC is on track for meeting this requirement in the upcoming FY due to numerous project-focused meetings that were held late in this fiscal year and the upcoming TR Assessment, Strategic Plan update and Integration Plan Development.

For fiscal year 2022, the TR Program produced seven projects some of which were extended from 2021. The projects were the BMV/VI Courts Systems Integration, EMS Data Support, TR Strategic Plan Development, and the e-Citation Project. The changes that the Department of Property & Procurement were making to the procurement processes of the GVI. The TA successfully guided the Traffic Records 2022 Assessment for the territory.

The TR Technician position was filed in October 2021. However, the TA resigned in July.

Fiscal Year 2023 Corrective Measures

- 1) Utilize the upcoming the traffic records program assessment to identify problems within the TRS and aid the TRCC with the prioritization of its improvement
- 2) Begin recording meeting minutes for ad-hoc/project focused TRCC meetings in addition to the executive meeting minutes which are currently being documenting
- 3) Assist the TRS data custodians with developing performance measures for measuring their respective data quality using the 6 data attributes (Accuracy, Completeness, Timeliness, Uniformity, Accessibility, and Integration)
- 4) Continue providing technical assistance to current and potential sub-recipients of the TR program

Traffic Records e-Citation Project, USVI

Awarded: \$838,852 Encumbered: \$614,131 §FAST Act 402

The implementation of an electronic crash and citation system (Traffic and Criminal Software (TraCS)) which utilizes handheld devices to gather and disseminate crash and citation data electronically will increase the data quality in timeliness, accuracy, uniformity, and completeness. Utilizing a handheld device as notation tool will decrease number of errors, as collected data is immediately reviewed by the system and made readily available for planning, reporting and data analysis. Improving the data of crashes and citations will result in more efficient data analysis which will aid with the development of effective traffic safety improvements as it relates to the roadways, enforcement activities and community outreach campaigns aimed at saving lives in the Territory.

Utilization of TraCS will allow for data integration and seamless sharing across the following the agencies within the Government of the Virgin Islands (GVI): VIPD, DOH, Superior Court of the Virgin Islands, LGO, BMV and DOJ. An improvement of data quality to better support the analyses of crash reports and improve the coordination and usability of data for planning, resource allocation and policy decisions throughout the U.S. Virgin Islands.

Objectives

- To finalize the MOA between the GVI and Iowa DOT for the license for TraCS
- To provide a minimum of 3 weeks of training for law enforcement officers to effectively utilize TraCS for crash reporting and issuing citations
- To identify a project management for the fulfillment of the project
- To migrate all historical crash data from Report Beam to TraCS
- To development performance measures to track to crash and citation data quality
- To purchase a cloud-based server to act as a backup to the physical server
- To develop a plan for the integration of the core databases of the TRS

Results

The progress of this project has been slow because it is heavily reliant on the procurement of TraCS - the e-Citation/e-Crash software. The MOA to obtain the licensing for the software was delayed until August 2022 when the agreement was executed. It is anticipated that the contract will be finalized before the end of December 2021.

Additionally, an RFP was sent out to the public in October 2021 to solicit proposal from subject matter experts to assist the VIPD/VIOHS with the managing the e-Citation project and developing a strategic plan for integrating the databases of the TRS. While the MOA for TraCS

will require the vendor to provide “train the trainer” training to VIPD, the contracted project manager will be responsible for ensuring all necessary law enforcement officers are also trained.

In November 2021, the GHSA was selected to perform the e-Citation integration Plan for the USVI in response to the RFP. The contractual agreement was executed in March 2022 for the amount of \$189,941.00 for 180 days with an option to renew for an additional 180 days.

In August 2022, the Memorandum of Agreement with the Iowa Department of Transportation was executed for the amount of \$424,190.00 with a termination date of December 31, 2024 with an option to renew for one additional year.

Fiscal Years	Expenditures	Obligations
2019	\$427,057	\$0.00
2020	\$311,189	\$0.00
2021	\$0.00	\$614,131
	\$738,246	\$614,131

Fiscal Year 2023 Continuation Measures

- 1) Request further extension of the project to reflect adjusted timelines and update the federal funding source which will change from FAST ACT 402 to BIL NHTSA 402.
- 2) Ensure execution of the MOA facilitated to ensure progressive movement meeting the contractual timelines during FY2023.
- 3) Draft required extension of the e-Citation Integration Plan if required.
- 4) Include the duties of the project management into the duties of the contractor hired for the integration plan development
- 5) Develop and track of data quality performance measures for the crash and citations
- 6) Collaborate with the LGO-GIS Division for the importation of the USVI’s mapping files into TraCS

BMV/ Superior Court System Integration Project, USVI

Awarded: \$116,525

Encumbered: \$116,119

\$402

Integration of the traffic records data systems is pivotal to the improvement of the data's value to its users. This means the TRCC will have to conduct a situational analysis on the traffic records data systems to help identify common data elements and further opportunities for integration between systems.

During FY 2021, the Superior Court of Virgin Islands and the Bureau of Motor Vehicles started working to integrate the citation/adjudication, driver, and vehicle data systems. This integration will lead to more effective enforcement of driver liens and management of driver points after traffic offense dispositions. After the VIPD's TraCS software is online, this project will also allow for the integration between TraCS, BMV's driver and vehicle systems, and the VI Courts' system.

Objectives

- To integrate the VI Courts' Case Management System (CMS) with the BMV's Driver and Vehicle Systems
- To decrease the amount of time it takes for the BMV to receive dispositions in the drivers and vehicle records from approximately 30-days to real-time

Results

The integration between the VI Courts' citation & adjudication system, and the BMV's driver/vehicle systems marks the start of integration between the TRS databases. Although the project started late in the fiscal year, the project managers were able to complete the linkage between the systems before the end of the fiscal year. This linkage between the system provides seamless transfer of citation disposition from the VI Court's case management system to the BMV's driver/vehicle data systems. Since citation information are available in real-time the BMV can conduct a search against the Court's records for outstanding liens on vehicles during re-registration.

The BMV submitted a separate project application which is a follow up to this Integration project and it involves them upgrading their system's capabilities so that it can collect, store, and manage problem driver points as outlined by the VI Code. Subsequently, the application was submitted to NHTSA by the VIOHS, but it was later withdrawn because further discussion and feedback was needed from the BMV.

Fiscal Year 2023 Corrective Measures

- 1) Review and implement the project for the improvement of the BMV's system to aid with the effective management of the VI driver point system
- 2) Incorporate the recommendations from the 2022 traffic records program assessment into next phase of this project
- 3) Following the installation of TraCS, begin work towards integrating the crash data system with the citation & adjudication, driver, and vehicle systems

Emergency Medical Services Data Support Project, USVI

Awarded: \$173,596

Expenses: \$113,739.34

\$402

The Department of Health Office of Emergency Medical Services (VIEMS) provides out of hospital emergency care to patients with traumatic injuries and medical emergencies from initial 911 call to dispatch, field response, transport, and transfer to the Emergency Room. The VIEMS continuously aims to improve on their operational procedures, process flows, medical charting system and the quality of injury surveillance data that they gather. The partnership between VIEMS and the VIOHS was re-established during this fiscal year after being dormant since FY 2017.

Objectives

- To improve the accuracy, completeness, and timeliness of the Electronic Patient Care Reports (ePCR)
- To provide the VIOHS with key data elements gathered from the ePCR for analysis
- To provide re-certification training to the VIEMS staffers
- To maintain the licensure and update the validation rules of the VIEMS reporting system, EMS Charts

Results

Since the approval month of the EMS project, the Data Manager has remained consistent with providing the VIOHS with the agreed EMS run data every month. As of September 2021, the project has been successful in procuring the consultant services to update their electronic patient care reporting system validation rules and paying its maintenance fees. The project manager and the consultants have already discussed the details of the validation rules they want to implement, and the consultants have started developing the flow chart for navigating the rules. Additionally, the consultants will be assisting the VIEMS with cleaning up the ePCR database.

This vendor provided the necessary training as per the project. However, they have encountered an issue with Sam.gov and thus payment using project funds is delayed.

The equipment included in the project were purchased, but delivery did not occur until the end of November 2022 (residual COVID-19 effect on the supply chain in all areas). All equipment has been tagged.

Fiscal Year 2023 Corrective Measures

- 1) Assist DOH-EMS in the preparation and submission of the FY2023 project to continue the partnership.
- 2) Effective monitoring of the use of the equipment purchased using the program funds.
- 3) Continue to submit the monthly EMS run data to the VIOHS.

Traffic Records Strategic Plan Development, USVI

Awarded: **\$92,960**

Encumbered: **\$81,659**

§402

The USVI is overdue for a reinvigoration of strategic planning and thinking strategically for the future. Therefore, the TRCC received funds to contract a vendor that specializes in transportation planning and design to develop an updated Traffic Records Strategic Plan (TRSP) for the Territory. The updated TRSP will cover multiple years and will be updated annually with the purpose of providing a blueprint for measuring progress towards advancing the accessibility, accuracy, completeness, timeliness, and uniformity of the Virgin Islands TRS and strengthening the TRCC program. It will also aim to provide agencies with a common basis for moving ahead with TRS upgrades, integration, and data analysis required to conduct highway safety analyses in the Territory. The completed TRSP will be based on the recommendations of the latest Traffic Records Assessment and will also adhere to the description and criteria outlined in the latest edition of the Traffic Records Program Assessment Advisory.

Objective

- To develop a strategic plan to guide the improvement of the VI TRS and assist with the prioritization of these improvements

Results

A request for proposal (RFP) was developed and published in the media to alert interested firms to submit their proposals to undertake the task of updating the VI's TRSP. Cambridge Systemics, Inc. has since been selected through the GVI's RFP process and a contract is currently being established. It is anticipated that the contract will be finalized, and the work will commence during the first quarter of fiscal year 2023.

Fiscal Year 2023 Corrective Measure

- 1) Since the development of the TRSP is anticipated to be completed in 3rd quarter of FY 2023, the TRCC will utilize this plan and the recommendations from the 2022 traffic records program assessment to tackle projects that are low-hanging fruits for next fiscal year.

POLICE TRAFFIC SERVICES PROGRAM SECTION 402

Police Traffic Services Program Management

Awarded: \$155,203.00

Expended: \$129,661.36

\$402

The Police Traffic Services (PTS) program is developed and implemented based on the evaluation of highway safety problem identification and data trends within the US Virgin Islands for impaired and distracted driving, occupant protection and speed enforcement. PTS is based upon thorough evaluation of data, trends, population and high-risk areas with high crashes, injuries, and fatalities. The key objective of PTS is to promote highway safety compliance, education, awareness, and reduction in fatalities, injuries, crashes, and traffic violations in high-risk areas through data-driven high visibility enforcement in accordance with the Highway Safety Plan.

The Fiscal Year 2022 goals were geared towards building and fostering better working relationships with the Traffic Bureaus and law enforcement agencies in the territory, helping promote and enhance local and national highway safety programs, initiatives, and campaigns, working with other VIOHS coordinators to be more visible in VIPD and the community, and ensuring productivity, efficiency, and effectiveness throughout the program. The objectives of the PTS Management project are outlined below:

Objectives

- To build relationships, plan enforcement initiatives and provide training opportunities with the VIPD Traffic Bureau, Training Bureau, and other Law Enforcement Agencies through increased meetings and planned interactions
- To attend approved virtual and in-person trainings and conferences for LEL growth and development
- To increase community traffic safety awareness by collaborating with the Public Information Officer (PIO) to issue at least one (1) press release per quarter relative to a PTS program that is recognized by NHTSA
- To assist the Training Academy with coordinating Standardized Field-Sobriety Training (SFST), and At-Scene and Advanced Traffic Crash Investigation Training for officers
- To reduce time between crash and report submission by 25% from 15 in 2020 to 11 in 2021 by educating on the importance of enforcement and capturing data timely.

Results

Key Performance Indicators were developed to measure the effectiveness of the PTS program and the LEL which focus on engagement and initiative; efficiency in enforcement monitoring; growth and development; community education and awareness; officer training and development; and PTS and data collection.

The Virgin Islands Office of Highway Safety (VIOHS) and the National Highway Traffic Safety Administration (NHTSA) launched the first National Pedestrian Safety Month with the goal of increasing awareness about pedestrian safety and reminding drivers and walkers that staying safe is a shared responsibility. Two press releases were distributed that announced the initiative and provided safety tips for drivers and pedestrians. The information was also shared on VIPD's social media platforms: Facebook, Twitter, Instagram, as well as throughout VIPD on the digital messaging boards.

VIOHS developed a partnership with VI Walkability Institute (VIWI) to educate and engage residents about pedestrian safety programs, laws, safe walking routes and promoting and achieving walkability through community outreach, awareness projects and assistance from policy makers, elected official and other safety advocate groups.

The program also managed the following special projects in FY2022:

- **DDACTS Training Workshop** - NHTSA, along with International Assoc. of Directors of Law Enforcement (IADLEST) and the VIPD hosted a Data-Driven Approaches to Crime & Traffic Safety (DDACTS) 2.0 National Agency Strategic Planning Session (January 10 - 11, 2022) to teach Traffic Commanders, Traffic Officers, supervisors, and analysts to use data collection efforts to manage and deploy strategic resources that decrease traffic crashes and crime. A total of 18 persons were trained territory wide from the VIPD Traffic Investigative Bureau, Planning, Research and Records Bureau, Training Academy, and the VI Office of Highway Safety.
- **School Zone Safety Project** - Mr. Irvin Mason, Director of Disaster Planning and School Safety for the VI Department of Education (VIDE) reached out to VIOHS and VIPD to discuss strategies to curtail speeding in the school zones territory wide. VIDE will produce a project application to guide the steps needed to assist the agency with collecting data, procuring speed trailers/monitors, enforcement and community education and awareness.



- **Speed Radar Monitors/Trailers** - The portability of speed trailers allows for rapid deployment into problem areas, or areas needing special attention due to crashes, fatalities, special events or school zones. VIPD Assistant Commissioner tasked VIOHS and the LEL to obtain quotations from three vendors in hopes of procuring speed radar monitor/trailers for VIPD enforcement. Quotes were submitted to the VIPD IT Director, who will assist in determining which trailer would be best for local use.

The LEL developed personal knowledge, skills, and abilities to become a more versed LEL by participating in virtual and in-person professional development opportunities to include webinars on distracted driving, developing a diverse LEL team, the Skill Up! Government Grant Writing course, and the 2022 Lifesavers National Conference. The central theme for training during the fiscal year was ‘The Safe Systems Approach.’ Moreover, the LEL was certified as a Child Passenger Safety (CPS) Technician in March of 2022 and worked with the local team of CPS Technicians to improve crash outcomes for children.

Engaging with sub-recipients, working groups, coworkers, and senior leadership was a critical part of the PTS program. In-person and telephonic meetings were held with the Traffic Commanders to discuss training opportunities, enforcement projects and initiatives, issues, and challenges. Additionally, a communications plan for PTS was created and submitted to the Media Communications Coordinator, that detailed monthly schedules for safety messaging relative to speeding, motorcycle safety, bicycle safety and pedestrian safety depicted press releases, social media messaging, radio ads, or media appearance.

The program communicated its messaging through print and visual media. Media efforts include ad placements in the local public broadcasting station WTJX periodical, *Take 12*, which highlighted *Sharing the Road*, *Stop Speeding Before Speeding Stops You*, and *Motorcycle Safety* campaigns. For community distribution, PTS created a brochure that detailed the PTS program’s goals and objectives, the role of the LEL, and the importance of enforcement initiatives. Community outreach efforts included participation in the Community Resource Fair (St. Croix, VI), Emergency Medical Services for Children Night Out (St. Croix), the St. Croix Agriculture & Food Fair and several appearances on local radio talk shows.

During the Superbowl (February 2022), *Drive Sober or Get Pulled Over* ads and press releases were released to remind drivers about the consequences of impaired driving during the highly attended sporting event territory wide. Culturally relevant video ad, *There is No Excuse for Speeding* (<https://youtu.be/8DfbpEmHqjo>) featured local drivers providing officers with trite excuses for speeding once they were pulled over.



Scene from "There is No Excuse for Speeding"

The Virgin Islands Department of Human Services contacted VIOHS to participate in the Virtual Transition Conference 2022 held on March 25th and 28th, 2022. The PTS PowerPoint video submission entitled *“A Guide to Safe Walking: Be Seen and Be Safe”* helped to provide families with invaluable educational information on pedestrian safety and school bus safety. Social media platforms were also utilized to share PTS content ranging from hashtags, posters, banners, and safety campaigns *Share the Road, Everyone is a Pedestrian, Slow Down VI: Speeding Wrecks Lives, and Stop Speeding Before It Stops You.*

Fiscal Year 2023 Corrective Measures

The success of the Police Traffic Services Program continues to be dependent upon the relationships between the VIOHS, VIPD, and other law enforcement agencies. The key to enforcement of laws is readily available and trained officers. The planning and monitoring of program activities, initiatives and enforcement coupled with engaging and educating the traffic bureau staff will promote productivity and program effectiveness and efficiency. Improving the convenience for officers to issue citations will encourage enforcement initiatives.

For FY2023, the goals of the LEL in direct relation to the Police Traffic Services Program will continue the building and fostering of a better working relationship with the Traffic Bureaus and law enforcement agencies in the territory, while promoting and enhancing local and national highway safety programs, initiatives, and campaigns. The program will also work with other VIOHS coordinators to be more visible in VIPD and the community, ensuring productivity, efficiency, and effectiveness throughout the program.

- 1)** To coordinate and attend one (1) or more meeting(s) per quarter with the VIPD Traffic Bureau, Training Bureau, and other Law Enforcement Agencies to build relationships, plan enforcement initiatives and provide training opportunities
- 2)** To collaborate with VIPD and other law enforcement agencies to conduct local and national mobilizations to encourage community traffic safety compliance while reducing crash risks for resident and visiting motorists
- 3)** To monitor at least two (2) approved PTS projects and correlated enforcement initiatives per quarter
- 4)** To attend all approved virtual and in-person trainings and conferences each quarter for growth and development as the LEL
- 5)** To work with the Public Information Officer (PIO) to issue at least one (1) press release per quarter relative to a PTS program that is recognized by NHTSA, to bring awareness to the community
- 6)** To assist the Training Academy with coordinating Standardized Field-Sobriety Training (SFST), and At-Scene and Advanced Traffic Crash Investigation Training for the officers

Impaired Driving Overtime Enforcement – St. Croix

Awarded: \$80,000

Expended: \$0.00

\$402

The project aims to deter alcohol-impaired drivers who are more likely to drive at a higher speed and be involved in a motor vehicle crash. The sobriety and traffic safety checkpoints are a valuable tool for law enforcement's continued efforts to remove impaired drivers and unsafe vehicles from the roadway. The Virgin Islands Police Department (VIPD) will be deployed between the hours of 20:00 to 24:00 hours each day during the defined enforcement periods for 64 high-visibility checkpoints instead of 22:00 – 2:00 hours. The planned checkpoints will deter and detect impaired drivers within St. Croix District. The Virgin Islands Office of Highway Safety (VIOHS) will partner with the Virgin Islands Police Department (VIPD) to conduct Public Service Announcements (PSAs). At the checkpoints, VIPD personnel will distribute informational material to educate the motoring public about impaired driving.

Objectives

- To reduce the number of injuries related to impaired driving crashes by 8.3% in our community during the project period
- To conduct at least 85% of our enforcement at high crash locations at high crash times, decreasing crashes caused by drivers who are driving impaired during the project period
- To increase the number of press releases, radio talk shows, and brochures distributed

Results

No NHTSA funded impaired driving overtime enforcement efforts took place during FY2022 in the St. Croix District.

Fiscal Year 2023 Corrective Measures

Building and maintaining a strong, committed, management-supported relationship with local law enforcement, especially the VI Police Department, is critical to the success of the PTS Program. As confirmed by Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices 10th Edition, an effective traffic safety program must combine community education with consistent high-visibility enforcement efforts.

- 1) Identify a new Law Enforcement Liaison (LEL) to bridge active and productive communication between VIOHS, VIPD and other law enforcement agencies
- 2) Solicit a focused commitment from the VIPD Commissioner and district Traffic Commanders to ensure timely planning and execution of enforcement efforts

- 3)** Complete project preparation and submission with the VIOHS staff's assistance upon receipt of the operational plan to ensure project development for an expeditious evaluation and approval from NHTSA's Region 2 Office
- 4)** Utilize officers from other bureaus certified in SFST to address ongoing officer shortages. Continue to engage the VIPD Commissioner's (Governor's Representative) dedicated Traffic Bureau Sergeant on the island of St. Croix to ensure that enforcement activities are executed

Impaired Driving Overtime Enforcement – St. Thomas/St. John

Awarded: \$80,000.00

Expended: \$0.00

\$402

The project aims to deter alcohol-impaired drivers who are more likely to drive at a higher speed and be involved in a motor vehicle crash. The sobriety and traffic safety checkpoints are a valuable tool for law enforcement’s continued efforts to remove impaired drivers and unsafe vehicles from the roadway. The Virgin Islands Police Department (VIPD) will be deployed between the hours of 20:00 to 24:00 hours every day during the defined enforcement periods for 64 high-visibility checkpoints instead of 22:00 – 2:00 hours. The planned checkpoints will deter and detect impaired drivers within St. Thomas/St. John District. The Virgin Islands Office of Highway Safety (VIOHS) will partner with the Virgin Islands Police Department (VIPD) to conduct Public Service Announcements (PSAs). At the checkpoints, VIPD personnel will distribute informational material to educate the motoring public about impaired driving; none were provided.

Objectives

- To conduct 85% of our enforcement at high crash locations at high crash times, decreasing crashes caused by drivers who are driving while impaired
- To reduce impaired driving crashes by 32% in our community from 37 to 25 crashes
- To reduce the probability of impaired driving fatalities by targeted enforcement
- To reduce the number of injuries related to impaired driving when compared to 2020; or maintain the level reached in 2020
- Collaboration and Community Engagement: To increase the number of press releases, radio talk shows, and brochures distributed

Results

No NHTSA funded impaired driving overtime enforcement efforts took place during FY2022 in the St. Thomas/St. John District.

Fiscal Year 2023 Corrective Measures

Building and maintaining a strong, committed, management-supported relationship with local law enforcement, especially the VI Police Department, is critical to the success of the PTS Program. As confirmed by Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices 10th Edition, an effective traffic safety program must combine community education with consistent high-visibility enforcement efforts.

- 1) Identify a new Law Enforcement Liaison (LEL) to bridge active and productive communication between VIOHS, VIPD and other law enforcement agencies**
- 2) Solicit a focused commitment from the VIPD Commissioner and district Traffic Commanders to ensure timely planning and execution of enforcement efforts**
- 3) Complete project preparation and submission with the VIOHS staff's assistance upon receipt of the operational plan to ensure project development for an expeditious evaluation and approval from NHTSA's Region 2 Office**
- 4) Utilize officers from other bureaus certified in SFST to address ongoing officer shortages**

Occupant Protection Enforcement Police Traffic Services (PTS) – St. Croix

Awarded: \$80,000 Expended: \$0.00 \$402

The project was developed to organize enforcement activities in high crash areas to increase adherence to VI occupant protection laws while reducing injuries and fatalities for unrestrained occupants. The planned checkpoints will deter and detect unrestrained drivers within the St. Croix District. The Virgin Islands Office of Highway Safety (VIOHS) will partner with the Virgin Islands Police Department (VIPD) to conduct Public Service Announcements (PSAs). At the checkpoints, VIPD personnel will distribute informational material to educate the motoring public about unrestrained riding.

Objectives

- Plan and staff deployment strategies to include two (2) supervisors and eight (8) officers
- Conduct thirty (30) high-visibility checkpoints in conjunction with saturation patrols on high crash roadways between the hours of 4:00 pm and 8:00 pm during planned local and national mobilizations
- Reduce number of unbelted crashes and crash-related injuries and fatalities
- Increase media coverage and educational outreach with Public Information Announcements PSAs, and radio talk shows

Results

No NHTSA funded occupant protection enforcement (PTS) efforts took place during FY2022 in the St. Croix District.

Fiscal Year 2023 Corrective Measures

Building and maintaining a strong, committed, management-supported relationship with local law enforcement, especially the VI Police Department, is critical to the success of the PTS Program. As confirmed by Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices 10th Edition, an effective traffic safety program must combine community education with consistent high-visibility enforcement efforts.

- 1) Identify a new Law Enforcement Liaison (LEL) to bridge active and productive communication between VIOHS, VIPD and other law enforcement agencies**
- 2) Solicit a focused commitment from the VIPD Commissioner and district Traffic Commanders to ensure timely planning and execution of enforcement efforts**
- 3) Complete project preparation and submission with the VIOHS staff's assistance upon receipt of the operational plan to ensure project development for an expeditious evaluation and approval from NHTSA's Region 2 Office**
- 4) Utilize officers from other bureaus certified in SFST to address ongoing officer shortages. Continue to engage the VIPD Commissioner's (Governor's Representative) dedicated Traffic Bureau Sergeant on the island of St. Croix to ensure that enforcement activities are executed**

Occupant Protection Enforcement Police Traffic Services (PTS) – St. Thomas/St. John

Awarded: \$80,000.00

Expended: \$0.00

\$402

The project was developed to organize enforcement activities in high crash areas to increase adherence to VI occupant protection laws while reducing injuries and fatalities for unrestrained occupants. The planned checkpoints will deter and detect unrestrained drivers within the St. Thomas/St. John District. The Virgin Islands Office of Highway Safety (VIOHS) will partner with the Virgin Islands Police Department (VIPD) to conduct Public Service Announcements (PSAs). At the checkpoints, VIPD personnel will distribute informational material to educate the motoring public about unrestrained riding.

Objectives

- Plan and staff deployment strategies to include two (2) supervisors and eight (8) officers
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- Reduce number of unbelted crashes and crash-related injuries and fatalities
- Increase media coverage and educational outreach with Public Information Announcements PSAs, and radio talk shows

Results

No NHTSA funded occupant protection enforcement (PTS) efforts took place during FY2022 in the St. Thomas/St. John District.

Fiscal Year 2023 Corrective Measures

Building and maintaining a strong, committed, management-supported relationship with local law enforcement, especially the VI Police Department, is critical to the success of the PTS Program. As confirmed by Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices 10th Edition, an effective traffic safety program must combine community education with consistent high-visibility enforcement efforts.

- 1) Identify a new Law Enforcement Liaison (LEL) to bridge active and productive communication between VIOHS, VIPD and other law enforcement agencies**
- 2) Solicit a focused commitment from the VIPD Commissioner and district Traffic Commanders to ensure timely planning and execution of enforcement efforts**
- 3) Complete project preparation and submission with the VIOHS staff's assistance upon receipt of the operational plan to ensure project development for an expeditious evaluation and approval from NHTSA's Region 2 Office**
- 4) Utilize officers from other bureaus certified in SFST to address ongoing officer shortages**

Standardized Field Sobriety Instructor Training

Awarded: \$50,000.00

Expended: \$0.00

\$402

The Standardized Field Sobriety Test (SFST) enhances the performance and output of data by increasing the knowledge and capability of police officers. To certify that the resources are utilized effectively, this activity will incorporate evidence-based strategies that are deployed based on data-driven problem identification process. The VIOHS will support the off-island training of four (4) instructors and provide supplies in support of training recruits locally to successfully perform the SFST during traffic stops and enforcement efforts.

Objectives

- To plan and provide SFST training for law enforcement officers to enhance their performance and data output through increased knowledge and capabilities
- To incorporate evidence-based strategies that are deployed based on a data-driven problem identification process
- To sustain the initiative by providing off-island SFST instructor training to 4 officers, who will in turn train local recruits
- To minimize the number of serious injuries and crashes attributed to impaired driving and to reduce the number of fatalities to zero

Results

The SFST Training was not conducted in FY2022.

Fiscal Year 2023 Corrective Measures

Building and maintaining a strong, committed, management-supported relationship with local law enforcement, especially the VI Police Department, is critical to the success of the PTS Program. As confirmed by Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices 10th Edition, an effective traffic safety program must combine community education with consistent high-visibility enforcement efforts.

- 1) Identify a new Law Enforcement Liaison (LEL) to coordinate critical training opportunities for VIOHS, VIPD and other law enforcement agencies.
- 2) Work with VIPD to identify 4 instructors to receive SFST certification training to increase capacity in the territory.

- 3) Coordinate travel and attendance at mainland-based training.
- 4) Work with newly certified instructors to plan training of local Traffic Officers.

Police Traffic Services Training

Awarded: \$208,649.76

Expended: \$30,199.62

\$402

Through law enforcement partners like the Institute of Police Technology and Management, police officers linked to the VIOHS will receive training on traffic crash investigations to include at-scene traffic crash reconstruction and evidence-based enforcement training for law enforcement to assist in supporting measures to increase knowledge and performance and boost the morale of the officers who remain dedicated to the success of the VIOHS Traffic Safety Programs. Trainings will educate law enforcement officers on a data-driven problem identification approach towards assessing traffic violations, driver behaviors and the utilization of crash and citation data to identify problem areas specific to each locale.

Feedback obtained will be used by the VIOHS PTS Coordinator to adjust and allocate resources to address shifts in the highway safety needs of the territory. Implementing this countermeasure strategy aligns with the VIOHS' efforts to support the usability of data for planning, resource allocation, and effectuating policy decisions throughout the US Virgin Islands.

Objectives

- 1) To identify and procure the professional services of accredited and certified instructors to conduct relative police traffic services training sessions for the VIPD Traffic Bureaus territory wide
- 2) To effectively coordinate and execute approved trainings and educational programs that will enhance the skills of law enforcement personnel needed to implement VIOHS' enforcement strategies and program objectives that will contribute to territory-wide reductions in crashes, fatalities, and injuries caused by unsafe driving behaviors
- 3) To monitor and attend all approved training projects for Fiscal Year 2022
- 4) To certify and train at least sixty (60) law enforcement personnel in SFST Training, At-Scene Traffic Crash/Traffic Homicide Investigation, Advanced Traffic Crash Investigations, and Intoximeter training by the end of Fiscal Year 2022
- 5) To purchase and provide three (3) new Intoximeters for the VIPD and Traffic Bureaus for use during enforcement initiatives and outreach programs
- 6) To minimize the number of serious injuries and crashes attributed to impaired driving and to reduce the number of fatalities to zero

Results

The Police Traffic Services Training project focused primarily on the training aspect for the Traffic Bureaus and other identified law enforcement personnel to better equip and enable them to perform and execute their enforcement responsibilities more effectively and efficiently. In addition to training, two new intoximeter instruments were procured for the VIPD Traffic Bureaus.

In Fiscal Year 2022, the PTS program conducted the following training:

- Intoximeter Training I (July 26-28, 2022) - Attendees were trained to use and deploy the Intoximeter instrument to measure the alcohol content on a person's breath, especially in instances of impaired driving. This three-day training included a one-day session solely for maintenance technicians - four persons, two from each TIB district were trained on how to the instrument maintenance. Fifteen (15) officers of the VIPD Traffic Investigative Bureau completed this certification training. Additionally, two new Intoximeter instruments were approved for purchase for VIPD - Traffic Investigative Bureau.
- Institute of Police Technology and Management (IPTM) I Traffic Symposium and Advanced Marijuana Impaired Driving Detection Training I (June 13-16, 2022) – This four-day intensive learning experience focused on the emerging technology and innovative solutions used in both crash reconstruction and highway safety fields and prepared officers to detect drivers impacted by cannabis usage as well as investigate, document, and prepare effective cases for prosecution. The course included topics on the physiology, duration of effects, administration routes and impairment cues. Traffic Commanders in each district completed this training.
- The LEL/Coordinator position once again became vacant in August 2022.



Fiscal Year 2023 Corrective Measures

The LEL will continue to work with VIPD and other law enforcement agencies to provide training to improve the quality and effectiveness of law enforcement support of VIOHS traffic safety activities.

- 1) Prioritize the hiring of a LEL/Coordinator.
- 2) Coordinate the following training for appropriate law enforcement personnel:
 - Advanced Roadside Impaired Driving Enforcement (ARIDE) – train law enforcement officers to observe, identify and articulate the signs of impairment

related to drugs, alcohol, or a combination of both, to reduce the number of impaired driving incidents and crashes.

- Drug Recognition Expert (DRE) Training – equips officers with specialized training to evaluate suspects and determine impairment.
- The Traffic Symposium – 4-day intensive learning experience that focuses on the emerging technology and innovative solutions used in crash construction and highway safety fields.

MEDIA COMMUNICATIONS PROGRAM SECTION 402

Media Communications Program Management – USVI

Awarded: \$335,705.20 Expended: \$22,625.88 \$402

The key objective of the VIOHS' communications initiative is to introduce a high-visibility communication and outreach plan which complements an active sustained enforcement schedule territory wide. The VIOHS intends to implement a combination of high-visibility enforcement while maintaining sustained traffic safety messages across various platforms directed towards reducing dangerous driving behaviors throughout the U.S. Virgin Islands.

Objectives

- To increase VIOHS visibility through
 - Digital board messaging in each district (3 programs per month)
 - Roadside feather flag messaging (messaging for 3 programs rotated monthly)
 - Radio ads (48 spots per month on at least five radio stations)
 - Video ads (12 spots per month)
 - Social Media (10 posts per week)
 - Radio interviews (6 per quarter)
- To collaborate with VIOHS Coordinators to create opportunities for at least three virtual or in-person outreach opportunities per month
- To provide monthly analytic records of VIOHS outreach efforts with recommendations for increased effectiveness.

Results

VIOHS hired a during FY2022 who assisted Traffic Safety Managers with creating original, culturally appropriate video and print safety messages which were shared on various platforms to include social media, radio, television, and newspapers. However, after a few months, the Communications Media Coordinator resigned to pursue another employment opportunity.

Fiscal Year 2023 Follow up Measures

- 1) Identify, hire, and train a Communications Media Program Coordinator or Contractor to manage the social media platforms, perform website updates, and liaise with the VIPD and the federal partners to better promote the message of traffic safety daily outreach needs of the agency

- 2) Continued distribution of radio ads, and development of video ads
- 3) Placement of billboard safety messages promoting all aspects of traffic safety
- 4) Collaborate with DPW to place pole advertisings along high traffic roadways and highways
- 5) Development of PSAs using community leaders
- 6) Development and training of a full-time position for a media specialist/public information officer to manage the VIOHS website, all media platforms and to liaise with all coordinators in outreach efforts.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

Federal Motor Carrier Safety Administration

Awarded: \$350,000.00 Expended: \$196,308.80 FM-MCG-0617-21-01-00
Awarded: \$350,000.00 Expended: \$343,234.40 FM-MCG-0556-20-01-00

The Federal Motor Carrier Safety Administration successfully educated (29) Law Enforcement Officers, through the completed Drug Interdiction Assistance Program (DIAP) Training with a 100% passing rate. Entities such as Virgin Islands Police Department, Port Authority, Customs Border Patrol, and the Juan F Luis Hospital & Medical Center Security Staff were in attendance. This course prepared local law enforcement officials to perform their required duties safely while interdicting in-transit commercial motor vehicles (CMVs) involved in ongoing criminal activity. DIAP training resulted in the identification and removal of in-transit criminals operating CMVs, increased officer Awareness and Safety, and improved traffic safety on our territory's roads. Instructor Chris Nicholas instructed on the following key points and topics:

- Rapid Assessment
- CMV 101, Industry Norms and Standards
- Interview and Documents, Truth, or Deceit?
- Questionable Documents
- The Company
- Officer Safety

The objective of this course was to help enhance officers' recognition skills to support rapid assessment, identification of impaired drivers, or in-transit criminals while ensuring officer safety at roadside and public safety on both national highways and communities.

The program also hosted the North American Standard (NAS) Part A & B Training where (19) individuals went through a rigorous two-week course. The course was designed to provide Federal, State MCSAP and local law enforcement personnel with the basic knowledge, skills, practices, and procedures necessary for performing driver inspections under the Motor Carrier Safety Assistance Program. Referred to as North American Standard Inspections, the course focused on understanding federal regulations and applying them during a safety inspection of commercial motor vehicle operators. Following this training, the territory received a 96.46% in passing, exceeding the goal, and successfully meeting the goals set by the ECVSP. The main objective of the course was to instruct the officers on how to conduct a complete North American Standard driver inspection in accordance with the Federal Motor Carrier Safety Regulations and the North American



Standard Inspection Procedure. Upon completion of the course, participants will perform thorough inspections of a commercial motor vehicle operator.



The Motor Carrier Program participated in numerous outreach activities in collaboration with Traffic Records Program, Impaired Driving Program, Occupant Protection Program, and the Law Enforcement Liaison. The Virgin Islands Department of Health – Emergency Medical Services for Children (EMSC) Program is a program dedicated to the improvement of pediatric care and outcomes in the US Virgin Islands. The VI Office of Highway Safety (VIOHS) was invited to engage event goers of all ages through activities which promote traffic safety awareness. Additionally, coloring pages engrossed younger children and provided opportunities to discuss traffic safety topics.

The Motor Carrier Program participated in the Annual Agriculture and Food Fair Outreach alongside the VIOHS to engage fairgoers of all ages through activities which promote traffic safety awareness. The program, which enforces commercial vehicle activities, was present to educate the community on ways that the division aims to reduce crashes, injuries, and fatalities involving large trucks and buses. Details were provided on the purposes for and methods of Commercial Motor Vehicle (CMV) Inspection. Displays also depicted how the division partners with industry, safety advocates, and state and local governments to keep roadways safe and improve CMV safety through regulation, education, enforcement, research, and technology. The coordinator utilized a presentation board, flyers, pamphlets, and children’s coloring book to distribute the information.

The Motor Carrier Division was able to share vital information with the children on their learning level about Motor Carrier Program. Children were prompted to list the types of vehicles seen on the roadways. Then, they were asked to share observations on the things that they witnessed with truck drivers and related safety precautions. The coordinator then shared what the program entails when the Inspectors go into the field and the things they look for when doing inspections to ensure road safety.

CMV information was also shared at the traffic safety outreach with the Caribbean Center for Boys and Girls. Participants were led into conversations on the dangers of speeding for large commercial vehicles. The mass of the trucks, compared to small cars, and the time required for them to stop was identified as the reasons speeding was so dangerous. This discussion led into applications for pedestrian safety; children were cautioned on crossing when large trucks are approaching. The children were asked engaging questions on their knowledge of how fast these trucks should drive on the highways. Campers also discussed how many hands should be on the steering wheel when driving and why two hands were important.

**Government of the Virgin Islands of the United States
U. S. V. I. POLICE DEPARTMENT**

**MOTOR CARRIER SAFETY ASSISTANCE PROGRAM
TERRITORIAL STATISTICAL REPORT**

US Virgin Islands											
COMMERCIAL VEHICLES											
	LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4	LEVEL 5	LEVEL 7	PASS	FAIL	OOS	TOTAL INSP	Citation Issued
	899	50	38	48	84	52	373	369	245	1171	240
TOTAL	899	50	38	48	84		373	369	245	1171	240
HAZARDOUS MATERIALS											
	LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4	LEVEL 5		PASS	FAIL	OOS	TOTAL INSP	Citation Issued
	9	2	2		16		15	1	2	29	
TOTAL	9	2	2	0	16		15	1	2	29	0
HAZMAT CARGO TANK											
	LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4	LEVEL 5		PASS	FAIL	OOS	TOTAL INSP	Citation Issued
	14	8			15		21	3	6	37	
TOTAL	14	8	0	0	15		21	3	6	37	0
ASSIGNED CASES (TRAFFIC/INCIDENTS/MISDEMEANOR/FELONY)											
	TRAFFIC CRASH				INSPECT	OTHER CASES				TOTAL	Citation Issued
	CMV	HM	PASS	NON-CMV		INC	MIS	FEL			
	4									4	
TOTAL	4	0	0	0	0	0	0	0	0	4	0
CMV ENFORCEMENT CITATIONS											
	SEATBELT	TINT	D/L	REG	INSUR		Lic. Plate	Cell Phone	Speeding	Other	TOTAL
	23	10	15	4	11				13	158	234
TOTAL	23	10	15	4	11		0	0	13	158	234
NON-CMV ENFORCEMENT CITATIONS											
	SEATBELT	TINT	D/L	REG	INSUR		Lic. Plate	Cell Phone	Speeding	Other	TOTAL
	4	7	3	1	2				8	17	42
TOTAL	4	7	3	1	2		0	0	8	17	42

List of Acronyms

AA	Alcohol Anonymous
BMV	Bureau of Motor Vehicle
BIT	Bureau of Information Technology
CAP	Corrective Action Plan
CMV	Commercial Motor Vehicle
CPS	Child Passenger Safety
DUI	Driving Under the Influence
EMS	Emergency Medical Services
FY	Fiscal Year
GHSA	Governor Highway Safety Association
GVI	Government of the Virgin Islands
HSP	Highway Safety Plan
ID	Impaired Driving
MAP-21	Moving Ahead for Progress in the 21st Century Act
MCSAP	Motor Carrier Safety Administration Program
MIS	Management Information System
MMUCC	Model Minimum Uniform Crash Criteria
MR	Management Review
NHTSA	National Highway Traffic Safety Administration
OMB	Office of Management and Budget
OP	Occupant Protection
P&A	Planning and Administration
PIO	Public Information Officer
PSAs	Public Service Announcements
SFST	Standardized Field Sobriety Test
STT/STJ	St. Thomas/St. John District
STX	St. Croix District
TraCS	Traffic and Criminal Software
TRCC	Traffic Records Coordinating Committee
USVI	United States Virgin Islands
VI	Virgin Islands
VIDHS	Virgin Islands Department Human Services
VIDPW	Virgin Islands Department Public Works
VIEMS	Virgin Islands Emergency Medical Services
VIOHS	Virgin Islands Office of Highway Safety
VIPD	Virgin Islands Police Department

USVI- OFFICE OF HIGHWAY SAFETY - REIMBURSEMENT - FY2022

USVI VOUCHER #	PERSONNEL	FRINGE	SUPPLIES	TRAVEL	PROFESSIONAL SERVICES	EQUIPMENT	INDIRECT	TOTAL EXPENSES	ERP PROJECT CODE	NHTSA PROJECT NAME	FEDERAL ENTITY VOUCHER #	FEDERAL ENTITY REIMBURSEMENT AMOUNT							
1	\$ 27,905.69	\$ 13,602.19					\$ 6,724.28	\$ 48,232.16	F5086	P&A	1.6	\$48,232.16							
2	\$ 17,193.09	\$ 8,907.03					\$ 4,228.22	\$ 30,328.34	F5085	OPSMGR	2	\$30,328.34							
3	\$ 19,584.62	\$ 8,695.76					\$ 4,581.42	\$ 32,861.80	F5087	PTSMAN	3	\$32,861.80							
4	\$ 16,139.47	\$ 8,578.85					\$ 4,004.37	\$ 28,722.69	F5088	TRMAN	4	\$28,722.69							
5	\$ 14,807.70	\$ 6,627.59					\$ 3,472.52	\$ 24,907.81	F5084	IDMAN	5	\$24,907.81							
6	\$ 25,193.90	\$ 12,804.54	\$ 91.68	\$ 1,025.87			\$ 6,336.79	\$ 45,452.78	F5086	P&A	7.18	\$45,452.78							
7	\$ 16,730.82	\$ 8,787.59		\$ 4,165.26			\$ 4,808.75	\$ 34,492.42	F5087	PTSMAN	10.19	\$34,492.42							
8	\$ 9,507.68	\$ 5,345.64					\$ 2,406.24	\$ 17,259.56	F5092	COMMGMT	17	\$17,259.56							
9	\$ 12,692.32	\$ 5,982.52		\$ 1,025.87			\$ 3,191.52	\$ 22,892.23	F5084	IDMAN	8	\$22,892.23							
10	\$ 27,778.94	\$ 15,608.16		\$ 9,745.00			\$ 8,607.40	\$ 61,739.50	F5088	TRMAN	16	\$61,739.50							
11	\$ 2,222.22	\$ 170.00			\$ 17,475.00		\$ 3,218.49	\$ 23,085.71	F5062	TRDCC	15	\$23,085.71							
12					\$ 64,650.00		\$ 10,473.30	\$ 75,123.30	F5068	TRINTEGR	14	\$75,123.30							
13	\$ 14,794.52	\$ 8,170.89	\$ 4,006.40	\$ 1,661.25			\$ 4,638.56	\$ 33,271.62	F5085	OPSMGR	9.11	\$33,271.62							
14				\$ 21,196.75	\$ 3,640.00		\$ 4,023.55	\$ 28,860.30	F5090	OPCPSTr	30	\$28,860.30							
15					\$ 71,951.00		\$ 11,656.06	\$ 83,607.06	F5061	ECITE	13	\$83,607.06							
16					\$ 58,600.00		\$ 9,493.20	\$ 68,093.20	F5057	OPSSBS	12	\$68,093.20							
17	\$ 16,955.15	\$ 8,857.45	\$ 2,127.97	\$ 771.75		\$ 46,500.00	\$ 4,651.40	\$ 79,863.72	F5085	OPM	20	\$30,725.03							
17								\$ -	F5085	OPM	21	\$49,138.69							
18					\$ 6,900.00		\$ 1,117.80	\$ 8,017.80	F5057	OPSSBS	22	\$1,499.57							
18								\$ -	F5057	OPSSBS	31	\$6,900.00							
19				\$ 1,346.83			\$ 218.19	\$ 1,565.02	F5090	OPCPSTr	32	\$1,565.02							
20					\$ 6,450.00		\$ 1,044.90	\$ 7,494.90	F5091	OPHRP-TD	33	\$7,494.90							
21	\$ 14,807.71	\$ 6,641.46	\$ 403.55	\$ 1,770.00			\$ 3,826.88	\$ 27,449.60	F5084	IDMAN	23	\$27,449.60							
22	\$ 19,558.47	\$ 9,659.18		\$ 637.52			\$ 4,836.54	\$ 34,691.71	F5087	PTSMAN	24	\$34,691.71							
23	\$ 31,907.54	\$ 16,919.51		\$ 362.52	\$ 770.00		\$ 8,093.45	\$ 58,053.02	F5088	TRMAN	25	\$58,053.52							
24	\$ 4,444.44	\$ 340.00	\$ 69,885.43		\$ 17,475.00		\$ 14,927.47	\$ 107,072.34	F5062	TRDCC(EMS)	26	\$107,072.34							
25					\$ 35,280.00		\$ 5,715.36	\$ 40,995.36	F5068	TRINTEGR	27	\$40,995.36							
26	\$ 29,478.87	\$ 14,082.02		\$ 2,154.86	\$ 3,553.00		\$ 7,981.54	\$ 57,250.29	F5086	PA	28	\$57,250.29							
27				\$ 9,889.35	\$ 16,100.00		\$ 4,210.27	\$ 30,199.62	F5094	PTSTRNG	29	\$30,199.62							
28	\$ 19,724.15	\$ 8,511.10		\$ 1,779.00			\$ 4,862.31	\$ 34,876.56	F5084	IDMAN	34	\$34,876.56							
29	\$ 21,056.58	\$ 11,976.92		\$ 2,712.60			\$ 5,790.87	\$ 41,536.97	F5088	TRMAN	35	\$41,536.97							
30	\$ 13,942.33	\$ 7,322.98		\$ 2,500.12			\$ 3,850.00	\$ 27,615.43	F5087	PTSMAN	36	\$27,615.43							
31	\$ 22,095.44	\$ 11,053.57	\$ 2,869.60	\$ 6,660.98	\$ 1,901.82		\$ 7,222.19	\$ 51,803.60	F5085	OPSMGR	37	\$51,803.60							
32					\$ 46,946.00		\$ 7,605.25	\$ 54,551.25	F5091	OPHRP-TD	38	\$54,551.25							
33	\$ 375.00				\$ 3,689.00		\$ 658.37	\$ 4,722.37	F5093	OPCPSTr	39	\$4,722.37							
34	\$ 31,331.92	\$ 15,380.27		\$ 544.56			\$ 7,655.59	\$ 54,912.34	F5086	P&A	40	\$54,912.34							
35					\$ 2,452.00		\$ 397.22	\$ 2,849.22	F5092	COMMGMT	41	\$2,466.98							
36					\$ 2,166.18		\$ 350.92	\$ 2,517.10	F5092	COMMGMT	42	\$2,517.05							
37	\$ 2,466.35	\$ 188.67			\$ 23,216.05		\$ 4,191.11	\$ 30,062.18	F5088	TRMAN	43	\$30,062.18							
2020-05	\$ 21,223.42	\$ 6,309.09					\$ 4,460.27	\$ 31,992.78	F5050	FM-MCG	2020-05	\$31,992.78							
\$ 453,918.34												\$ 220,522.98	\$ 79,384.63	\$ 69,950.09	\$ 383,215.05	\$ 46,500.00	\$ 195,532.57	\$ 1,449,023.66	\$ 1,449,023.64