

VIRGIN ISLANDS OFFICE OF HIGHWAY SAFETY TRIENNIAL HIGHWAY SAFETY PLAN FY 2024-2026

FY 2025 UPDATE



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VIRGIN ISLANDS OFFICE OF HIGHWAY SAFETY

FY2024 – FY2026 TRIENNIAL HIGHWAY SAFETY PLAN

FY2025 UPDATE

INTRODUCTION

The Virgin Islands Office of Highway Safety (VIOHS) was established by the Government of the Virgin Islands (GVI) in accordance with the Highway Safety Act of 1966. It is funded through appropriations by the Department of Transportation's sectors of National Highway Traffic Safety Administration (NHTSA), Federal Motor Carrier Safety Agency (FMCSA) and a small portion of local General Funds. The Governor designates a representative to oversee the operations of the highway safety office. The Governor's Representative (GR) in the United States Virgin Islands (USVI) is the Commissioner of Police. The VIOHS is a division within the Police Department. The office reports to the Commissioner, and the day-to-day operations are overseen by the Director. The office is staffed by personnel dedicated to NHTSA and FMCSA programs.

The goal of the VIOHS as legislated by the Virgin Islands Senate is to develop and implement a highway safety plan to achieve its mission of reducing the risks of traffic crashes, fatalities, and serious injuries on the roadways throughout the U.S. Virgin Islands. The VIOHS is mandated to promote and fund methods to implement traffic safety in the territory.

The fulfillment of the 2019 NHTSA Management Review (MR) section listed below continues to be a challenge for the VIOHS because of the way the GVI now operates its procurement and payment systems.

- B-1 Internal Controls – Subrecipient project proposal submissions, review, and approval *(1) VIOHS programs, at a minimum, 60% of its grant funds to external agencies or subrecipients outside of the VIOHS and VIPD.*

Most organizations are willing to address traffic safety issues but are limited due to the lack of funds to invest and if funds are available, unwilling to wait for extended periods to be reimbursed.

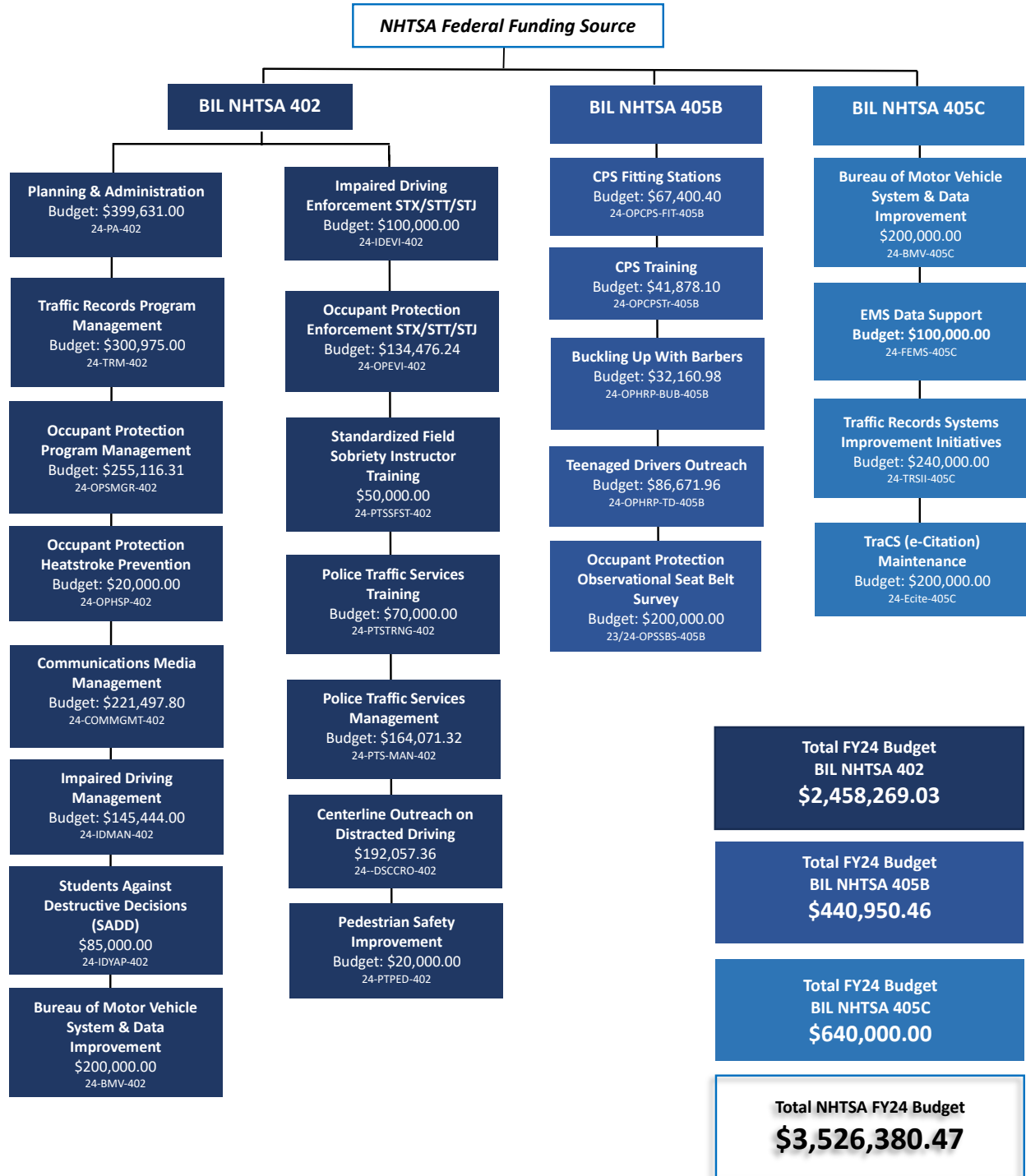
Of the planned projects in the HSP, VIOHS was able to attract some new sub-recipients. They were Karibbean Kuts, the University of the Virgin Islands SADD chapter, and the Bureau of Motor Vehicles (BMV). These subrecipient applied for projects from the Occupant Protection Program, Impaired Driving Program, and Traffic Records Program respectively.

VIOHS ambitiously for the FY2024 HSP had \$3,526,380.47 worth of projects, but only received funding in the amount of \$1,255,190.61 for FY2024 to use together with the \$508,545.38 which

was carried forward from FY2023 available funds. Therefore, VIOHS was limited to management projects, some traffic data improvement, outreach, and enforcement projects.

**VIRGIN ISLANDS OFFICE OF HIGHWAY SAFETY
TRIENNIAL HIGHWAY SAFETY PLAN**

FY2024 Planned Projects



FY2024 ACTIVITIES:

Outreach: Thus far for FY2024, the VIOHS was able to conduct **22** in-person outreach activities, posted **117** social media traffic safety messages, develop and circulated **18** public service announcements, and distributed **216** child protection safety seats.

Enforcement Initiatives: The VIOHS approved four traffic safety enforcement projects early in the fiscal year – two for the Occupant Protection Program and two for the Impaired Driving Program with each district having one of each. The project coordinators were the Traffic Commanders of each district (St. Thomas/St. John and St. Croix). However, the Commanders stated that they were challenged to recruit officers to conduct enforcement activities if they were not allowed to remain on the time clock and be paid immediately. Even with said caveat, the actual activities were minimal. The figures below reflect the Click It or Ticket initiative in the territory.

DISTRICT	# of Officers	# of Days	# of OT Hours	# of Seatbelt Citations	# of Interventions	# of Surveys	# of Other Citations
STX	10	13	516	24	2028	176	107
STT/STJ	6	3	56	75	12	0	56
TOTAL	16		572	99	2040	176	163

Because the sworn officers overtime expenses are burdensome on the cash strapped GVI, Acting Commissioner Brooks directed the Chiefs of both districts to utilize all federal funds budgeted for overtime initiatives. If all approved budgeted enforcement funds are not utilized by end of FY2024, VIOHS will extend the performance period until funds are exhausted.

FY2024 Challenges:

Staffing: The VIOHS began FY2024 with nine employees. However, by the end of the second quarter, the unit had resignations from the Traffic Records Data Technician and the Administrative Specialist. The Fiscal Officer has been on medical leave to date from January 2024. These absences have placed additional pressure on key staff members as the PTS Coordinator/LEL and the Compliance Officer are challenged in their positions.

GVI Operational Issues: The cash management issues which began in FY2023 for the GVI continued into FY2024. All GVI agencies were required to submit a listing of only ten critical payment invoices, and ten discretionary payments. An outside agency would then select from across all agencies, which invoices would be paid. The payment process is slow, and the Department of Finance has mandated that all invoices paid from federal grants must show proof of the funds drawn and receipted into the GVI ERP system before the payment is released to the vendors. On some occasions, payments are not released although proof of receipt of funds has been produced.

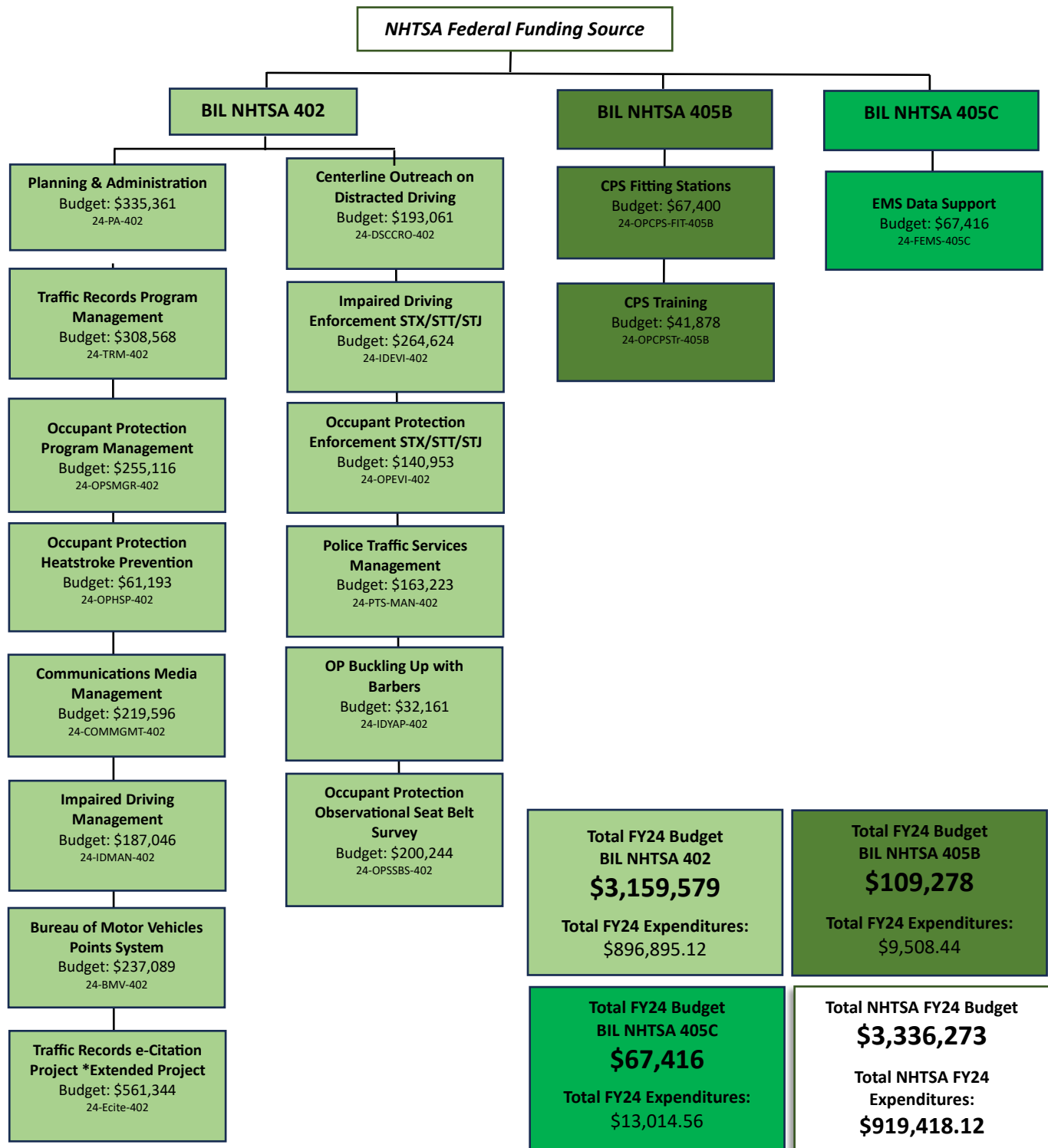
Organizational changes at P&P, OMB, and VIPD continue to cause extensive delays in the review and approval processes for all VIOHS documents and activities.

eCitation Project: The project has been impacted by the GIV operational issues. The contract with the Governors Highway Safety Association (GHSA) was not amended to extend the timeline to fit that of VIPD, and due to slow payments, GHSA ordered the subject matter expert leading the integration portion of the project to stand down. The GVI will not pursue a new contract with GHSA. The delays encountered while attempting to obtain the cloud servers to accommodate the acceptance of the TraCS software has stalled the project from April. However, the GVI's Bureau of Information Technology (BIT) has assumed project management of this phase of the project.

The following page lists the approved FY2024 projects and the expenditures through July 31, 2024.

TRIENNIAL HIGHWAY SAFETY PLAN – YEAR 1 FY2024 APPROVED PROJECTS

As of July 31, 2024



Because of the staffing and GVI issues, and the NHTSA funds awarding trend, the VIOHS will adjust the funding requests for FY2025 planned projects, based on what is awarded in the fiscal year. This may require less out of territory travel, supplies and other related costs which can be adjusted without compromising the programs or burdening the General Fund.

*The VIOHS will be applying for **\$3,389,777.35** in funding for FY2025 HSP categorized as follows.*

\$402 - \$2,981,284.57

\$405(b) - \$251,364.42

\$405(c) - \$157,128.36

VIRGIN ISLANDS OFFICE OF HIGHWAY SAFETY

TRIENNIAL HIGHWAY SAFETY PLAN

YEAR 2 PLAN ADJUSTMENTS

Planning & Administration – BIL NHTSA 402PA

The Planning Administration Agreement will continue to be used to support administrative salaries and travel for training, and professional development. In FY2025, where needed, funding will be used to support Public Participation and Engagement efforts. The USVI will also be utilizing the De Minimis Indirect Cost Rate of **10%** because the details of the new negotiated rate have not yet been made available.

Traffic Records - BIL NHTSA 402TR

The TRCC will play a critical role in facilitating collaboration and information sharing, as well as establishing data standards and protocols to ensure uniformity and reliability. To support these efforts, the TRCC will establish an Executive Committee, which will include a TRCC Chairperson, TRCC Secretary, and TRCC members. This Executive Committee will provide overall leadership, define objectives, plan and facilitate TRCC meetings, monitor the progress of the strategic plan implementation, and adjust as needed. The Executive Committee will monitor the progress of all approved Traffic Records projects with special emphasis on the electronic citation project. The Executive Committee will also participate in professional development opportunities, allowing them to network with professionals in the field, stay informed about current laws and regulations, and learn effective strategies to lead the TRCC successfully.

Occupant Protection - BIL NHTSA 402OP

New to the Occupant Protection project listing are the Smart Start, Safe Start programs at both Mother Baby Units in the territory's hospitals – Juan F. Luis Hospital on St. Croix and the Schneider Regional Medical Center on St. Thomas. These programs will provide families of newborns with information and resources needed to transport their new young passengers. Through the initiative, Tablets will be procured for new mothers to view a custom video detailing VI CPS laws and demonstrating the safe installation of their first seat. Moreover, the video explains that safe transportation does not end when the child outgrows the infant seat by exposing them to the subsequent seat stages. The video will also be available in Spanish and Haitian Creole. Funds will also be used to procure convertible seats for distribution to caregivers in need.

The OP Program planned the Buckling Up with Barbers project for FY2025. However, the subrecipient, with no current activity during FY2024, will be shadowed closely to ensure success. The focus group continues to be male vehicle occupants.

Communications (Media) - BIL NHTSA 402PM

The VIOHS will continue to seek a contractor to conduct media services for the agency. If this cannot be easily accomplished, a full-time staff option will be assessed.

Impaired Driving - BIL NHTSA 402AL

The University of the Virgin Islands Center for Excellence in Leadership (UVICELL), in collaboration with the Virgin Islands Office of Highway Safety (VIOHS) and SADD National, is partnering as a subrecipient to establish a SADD chapter and expand awareness of its mission. Integrating SADD into UVI's Drug and Alcohol Prevention/Education program is crucial for addressing specific challenges identified on campus and within the broader community. As a peer-led organization, SADD focuses on education, prevention, and activism, targeting destructive behaviors such as underage drinking, drug use, impaired driving, teen violence, and suicide, among others. In FY 2025, SADD National and UVICELL will conduct territorial training sessions, utilizing positive messaging and role models to discourage alcohol use, reinforce healthy norms, and encourage youth activities that avoid alcohol consumption and risky behaviors like distracted and drowsy driving. Through these training sessions, SADD aims to equip community stakeholders with evidence-informed strategies that are culturally appropriate and tailored to the community, age, and demographic of the students served.

Impaired Driving – BIL-NHTSA 402AL

The "Drive Safe with Centerline Car Rentals" outreach initiative will be expanded territory-wide in FY2025. By reaching a broader audience across the Virgin Islands, this effort aims to raise awareness and promote strategies to reduce impaired and distracted driving behaviors.

Impaired Driving - BIL NHTSA 402AL

Subrecipient, Perfect Will, LLC, will launch the Teen Impaired Driving Awareness Survey (TIDAS) to gather information on driving behaviors specific to 14-21-year-olds. This community and research project aims to evaluate the perceptions of these young individuals regarding impaired and distracted driving. The results will help determine if legislative changes are necessary to ensure that drivers receive thorough education on these issues and related laws before obtaining a legal driver's license. Advocates will share their findings through public announcements with peers, legislators, and the Office of Highway Safety. Additionally, the project seeks to address the high incidence of crashes involving adolescent drivers aged 16-21. The initiative strives to reduce future risks of impaired driving by enhancing driving education laws for this demographic and launching a comprehensive outreach program. This effort will include media campaigns and town hall meetings to actively engage the community and support the goals of the Office of Highway Safety (VIOHS). Advocates will support new and amendments to legislation (1) against impaired driving and (2) that requires traffic safety education before issuing an initial driver's license.

Impaired Driving - BIL NHTSA 402TSP

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Police Traffic Services - BIL NHTSA 402PT

The PTS Training Project will fund the following training sessions for VIPD Officers as the demand has intensified due to the local government constraints.

- Standardized Field Sobriety Testing (SFST) and Driving Under the Influence (DUI) Detection
- At-Scene Traffic Crash/Traffic Homicide Investigation and Advanced Crash Scene Investigations
- Intoximeter Training

Pedestrian/Bicycle Safety - BIL NHTSA 402PS

The VIOHS is pursuing the possibility of working with the VI Trail Alliance - a non-profit organization – to conduct a project for non-motorized road user safety on St. Croix. Their aim is to launch an educational campaign for pedestrians, cyclists, and motorists to provide strategies to reduce risks of injuries for these vulnerable road users. In addition to “share the road” concepts, the initiative will also speak to alternate walkways like trails, maintaining safe bicycles and encourage advocacy for safe walking and riding. Additionally, the project proposes a community bicycle festival aiming to engage up to 1,000 cyclists and onlookers to raise bicycle safety awareness.

Low Seat Belt Usage – BIL 405b OP Low

Training - The VI Fire and Emergency Medical Services (VIFEMS) will act as subrecipient for the CPS Training and CPS Fitting Stations Projects. VIFEMS will also make up the majority of the planned FY2024 cohort of new CPS Technicians, providing opportunities to establish car seat inspection stations in strategically located fire stations. The OHS plans to train between 20 – 25 new technicians by the close of FY2024 to augment the transitioning of previously trained technicians who have lost interest and have not maintained their certifications.

Fitting Stations – Due to unforeseen problems, OHS was unable to establish fitting stations within the housing communities. Access to the common area (community room) was limited if not difficult and therefore alternative areas had to be selected. Discussions with the newly selected Fire Chief resulted in him agreeing to allow two main fire stations in both districts to serve as fitting stations.

Child Passenger Safety – For this newly developed initiative, OHS will work with the neo-natal units in each district hospital to provide information and resources – car seats at no to low costs – to caregivers based on the socio-economic factors as determined by the program project.

Local and National Seat Belt Enforcement Activities 23 CFR 1300.21 - Enforcement efforts are critical to a successful Occupant Protection Program. VIOHS participates in the annual CIOT activities to provide both education and economic impact to non-compliant motorists. To execute these annual activities, the VIOHS collaborates with Traffic Enforcement Officers from the only law enforcement agency in the territory – the Virgin Islands Police Department (VIPD).

Non-CIOT Enforcement Activities 23 CFR 1300.21 - Seat belt enforcement efforts in the territory are not limited to CIOT mobilizations. In the St. Thomas/St. John District, Traffic Enforcement Officers of the VI Police Department, the sole law enforcement agency in the territory, will conduct non-CIOT enforcement efforts at the Fort Mylner intersection on the Rhymer Highway – a high crash corridor. This high traffic area is a major hub and provides access to the island’s major shopping mall, car dealerships, banks, pharmacies, and fast-food options. For enforcement efforts, this area provides for four strategic checkpoints.

The St. Thomas/St. John district recorded 66.20% of the territory’s unrestrained crashes, 56.07% of unrestrained injuries, and 50.00% of unrestrained fatalities. This non-CIOT activity will take place April 27, 2024, through May 3, 2025. during the height of the Carnival season. With increased traffic and prevalent risk-taking behaviors characteristic to this time of year, high-visibility enforcement will serve as a deterrent while encouraging seat belt compliance on this high traffic corridor.

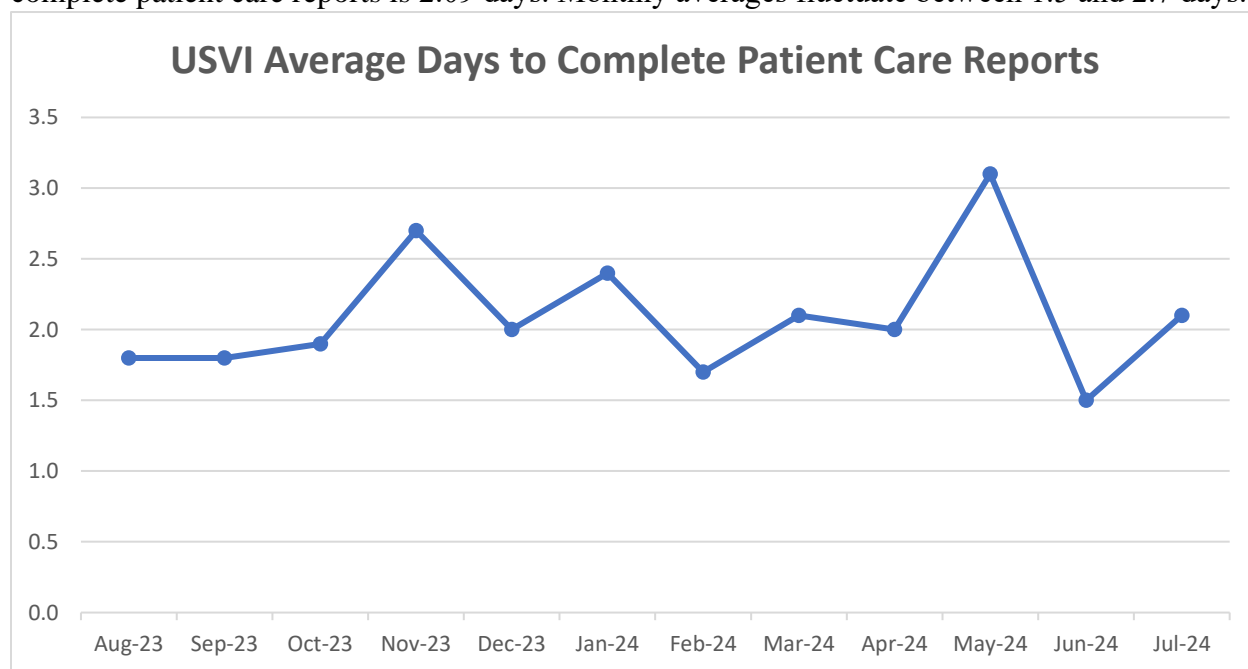
Night-time Enforcement – These projects with sub-recipient VIPD did not come to fruition in FY2025 due to the lack of manpower and project development. This aspect of countermeasures for low seat belt usage will not be pursued in FY2025 or FY2026.

Traffic Records Data – BIL 405c DATA

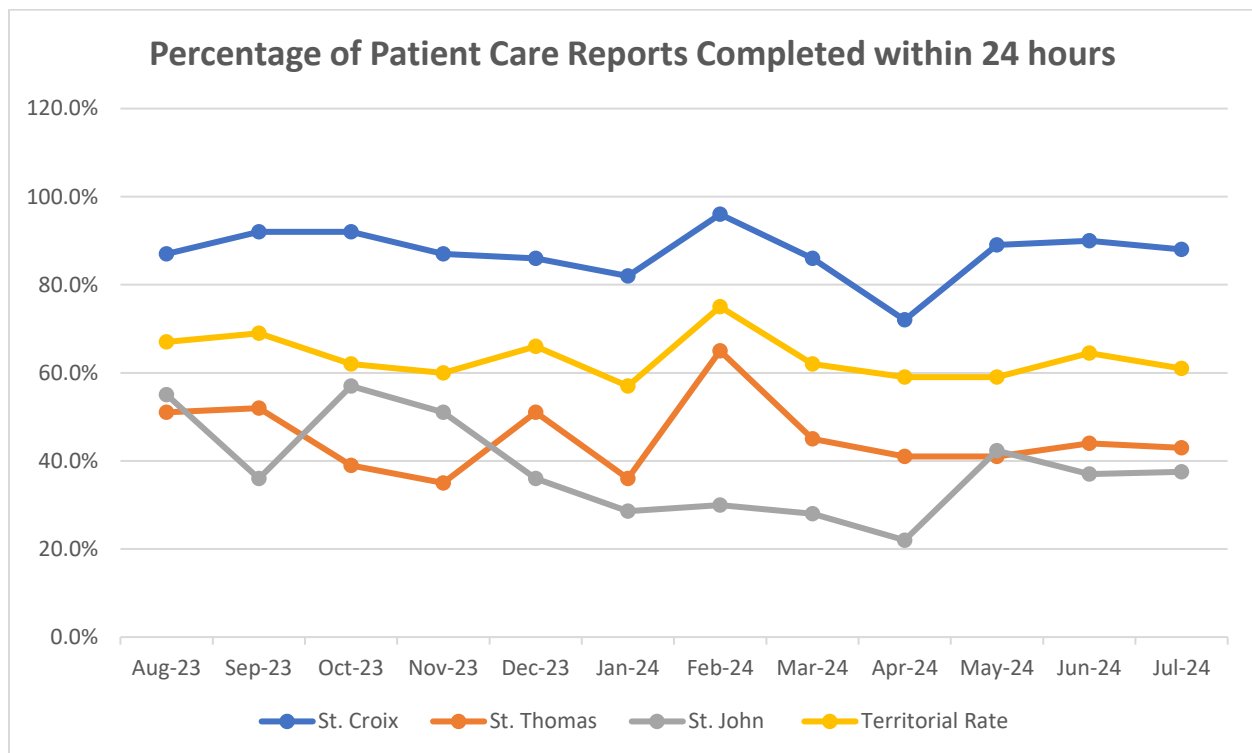
VIPD - eCitation - The electronic citation project will be focused on finalizing the software to transition the law enforcement officers, and the integration with the Justice Department, the Courts, and the BMV. The Office of the Governor has mandated that the Bureau of Information and Technology assign a project manager for the final phases of the project.

EMS – Time to Lock (Completeness) – Through the Traffic Records’ EMS Data Support Project, the VIOHS partnered with the VI Department of Health (DOH) and VI Fire and Emergency Medical Services (VIFEMS) to improve post-crash care. The goal of the project is to lock cases within 24-hours of EMS’s arrival at the incident with no missing critical data elements. The baseline was set at 33% and the target was 80%. Locking the case completes the file and makes data available in NEMSIS for use by both local and federal stakeholders, improving the continuity of patient care.

Data for the 12-month period – **August 2023 through July 2024** - show that the average days to complete patient care reports is 2.09 days. Monthly averages fluctuate between 1.5 and 2.7 days.



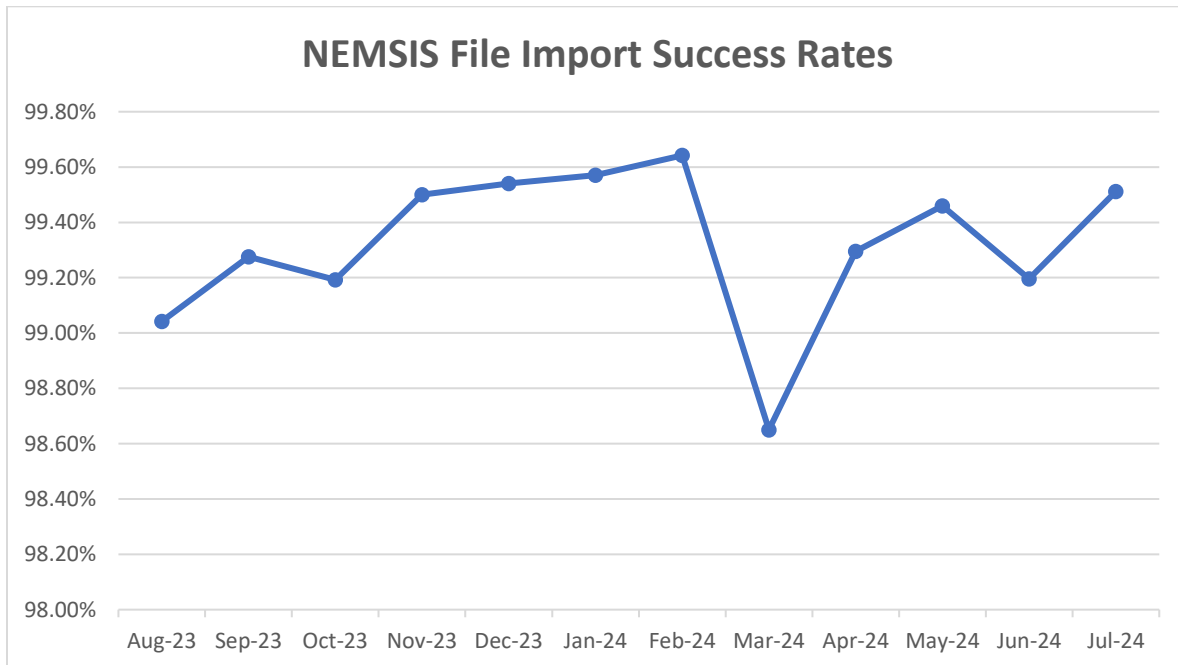
The percentage of patient care reports completed within 24 hours varied over the year. Success rates in St. Croix are higher than those in the St. Thomas/St. John district. Training will continue to be offered to improve outcomes in both districts.



Baseline – 33%

Target – 80%

Uploading cases into NEMESIS improves patient care by making patient data accessible to local practitioners and federal partners. Uploads fail when critical fields of information are omitted. Uploads are successful when all critical fields are completed. For the 12-month period depicted in the graph below, the USVI had a 99.32% average success rate.



BMV – BMV/Courts Integration - The integration of the BMV and the Courts systems continues to enable the people of the territory to settle liens on vehicle titles, verify registrations, and to ensure drivers with traffic violations pay the required amounts before driver licenses can be renewed, or vehicle title transfers to occur if the title is not free and clear. This has improved from a wait time of 1 – 30 days to occurring in real time.

BMV – Points System - The BMV plans to follow this success with the implementation of points system which will begin with the cleaning of BMV records, a software update, and an eventual integration with the main insurance carriers of the territory.

COUNTERMEASURES WHICH WORKED IN FY2024

The following countermeasures will not be changed in FY2025.

Highway Safety Project Management – The Office of Highway Safety continues to manage all programs, and the related projects funded by the grant awards by NHTSA. It is necessary to continue this countermeasure for effective utilization of funds.

Occupant Protection Observational Survey – The mandated annual observational survey will be conducted in FY2025 with the selected contractor with whom the OHS has a two-year agreement; and will disseminate a Request for Proposals (RFP) for the 2025 and 2026 calendar years.

Communication, Outreach & Education – This countermeasure continues to be very effective throughout the territory for various programs and their related projects. It proved effective in Occupant Protection, Alcohol/Impaired Driving, Heatstroke Prevention, Pedestrian Safety, Police Traffic Services (Speeding & Cyclists Safety).

The Drive Safe with Centerline Car Rentals Outreach will expand the initiative territory-wide in FY2025. Reaching the broader VI audience will increase awareness of strategies to reduce impaired and distracted driving behaviors.

FY2025 PLANNED PROJECTS

FY 2025 PROGRAM AREAS & RELATED PROJECTS

See attached USVI Project Listing for FY2025 annual grant application.

Public Participation and Engagement - FY2025 UPDATE

The community voice is critical to the work of VIOHS. Traffic safety affects all residents and visitors to the territory.; everyone uses the roads. The VIOHS tracks local data and utilizes Countermeasures that Work to determine strategies and initiatives to employ to reduce roadway crashes, injuries and fatalities. However, it is best practice to seek additional, innovative solutions from the community most impacted.

Public Participation and Engagement sessions took place throughout the territory for the following target groups:

- New and Budding Drivers – Teens from the St. Croix Central High School summer school program was engaged to discover their traffic safety concerns and to gather possible solutions. The group provided insight to some of the sites on the island that they thought posed safety concerns for motorists, pedestrians and bicyclists. When asked, they admitted that they were not exposed to VIOHS traffic safety messaging. Suggestions for platforms that they would be exposed to included Snapchat, Instagram, TikTok and YouTube. They also suggested that billboards would be an effective way of getting messages seen. The use of local celebrity influencers was proposed as effective vessels for message delivery. Additionally, they thought that the peer-to-peer model would be successful among their peers. The students offered that local safety messaging should highlight the injuries and the graphic trauma that might result from risky behaviors, and two students volunteered to participate in the Cops in Shops sting initiative to curb the selling of alcohol to minors.
- General Community – An evening session was held at the St. Croix Central High School cafetorium to engage the general community. To ensure a cross section of the community was represented, the VIOHS staff were asked to invite individuals from their personal and professional circles and from the at-risk communities. The event was also advertised on social media platforms. Thirty-five attendees contributed to the traffic safety conversation, and the district Traffic Commander listened in.

Prompted by a series of questions, the provided feedback on their traffic safety concerns and offered recommendations for effective safety messaging and strategies to reduce crashes, injuries and fatalities. Contrary to current research, the community expressed great support with messaging that shows the brutal realities for unsafe behaviors. They echoed that positive messaging would be ineffective in USVI. Participants respectfully disagreed about increasing fines as a method to reduce infractions. Others offered that classes should be required for offenders so that they could gain information required for them to make safer choices. Utilizing the driver point system was also suggested as a deterrent. Roadside banners, with more imagery than text, were recommended over radio and television ads. The group also proposed the use of short TikTok videos to deliver traffic safety messaging. Overall, participants reiterated the need to increase police visibility and consistent enforcement efforts.

- Traffic Safety Officers – The third meeting took place during the evening at the Charlotte Amalie High School library to engage the general community of St. Thomas/St. John.

However, possibly due to inclement weather, only the team of 8 Traffic Safety Officers was in attendance. This disappointment turned out to be the perfect opportunity to get feedback from a third and critical piece of the traffic safety puzzle. Hence, the meeting focus shifted slightly to capture their perspectives.

Through the conversation, the differences between traffic enforcement practices in both districts became apparent. Officers on the St. Thomas/St. John district are met with defiant community member, many of whom tell them, blatantly, that they do not intend to change their behaviors to follow the law. The team also shot down the proposal of passing an open container law, as it would be difficult to enforce. Recommendations were made to engage caregivers by distributing brochures during the back-to-school week to promote child passenger safety. Some admitted to seeing VIOHS safety messaging on television and online, while others didn't. The team also agreed that effective messaging in the local community needed to be "real", showing the morbid consequences of risky roadway behaviors. Consequences, such as the revocation of the driver's license, insurance, and ultimate arrests were proposed for traffic violations. Electronic boards were recommended as platforms for message distribution. Electronic speed signs were also suggested as a strategy to reduce speed.

The meetings were held in ADA compliant buildings. Additionally, translation software was available to assist audience members who may have been English deficient.

VIPD Community Collaboration

The VI Police Department (VIPD) and the VI Office of Highway Safety recognize the importance of building relationships with the community they serve. It is especially important that the officers of the VIPD are perceived as more than a punitive, often unwelcome force. Rather, officers of the VIPD should be embraced as community partners whose priority is to improve the quality of life for all.

In the realm of traffic safety, VIPD's Traffic Enforcement Officers have partnered with VIOHS to increase the impact of messaging that aim to shift the risk-taking behaviors that contribute to traffic crashes, injuries and fatalities. The field experiences and anecdotal data shared through these opportunities for community collaboration increase the relatability and relevance of the agency's educational efforts.

Two of the community collaboration efforts conducted during FY 2024 were:

- Checkpoint Community Surveys
- Traffic Safety for Teens - Iglesia El Tabernáculo

Checkpoint Community Surveys

Officers across the territory conducted checkpoints on high crash corridors with the goal to engage motorists observed partaking in risky behaviors such as transporting unrestrained occupants, using

the cell phone while driving or speeding. Other motorists were pulled into the checkpoint for violating other traffic rules like obstructed or missing license plates, excessive tint, and expired registration.

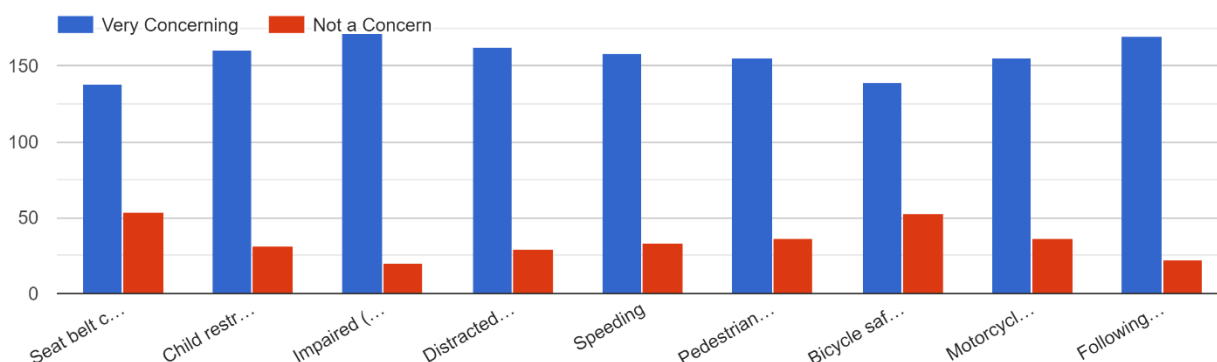
Except for cases of egregious violation, participants received education and were asked to complete a brief survey in lieu of receiving a citation. Violators were educated about the reason they were stopped. Each participant also received other strategies for safe behaviors both verbally and through informational handouts. The initiative was utilized as an opportunity to build relationships and to gain feedback from the community related to the perceived state of traffic safety on their island. By completing the survey distributed via QR code, participants were able to provide feedback on the issues they felt were traffic safety priorities. The survey also provided a platform to share feedback on traffic safety messaging and the performance of VIPD Traffic Officers.



Survey feedback is summarized below.

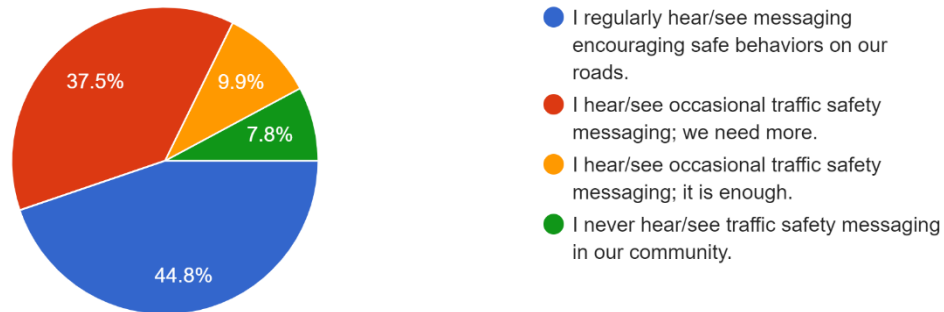
Please identify traffic violations that concern you most.

1. Seat belt compliance (adults)
2. Child restraints (car seats, boosters, seatbelts)
3. Impaired (drunk) driving
4. Distracted driving (cell phone use)
5. Speeding
6. Pedestrian safety
7. Bicycle safety
8. Motorcycle safety
9. Following rules of the road (i.e. adhering to stop lights/signs)



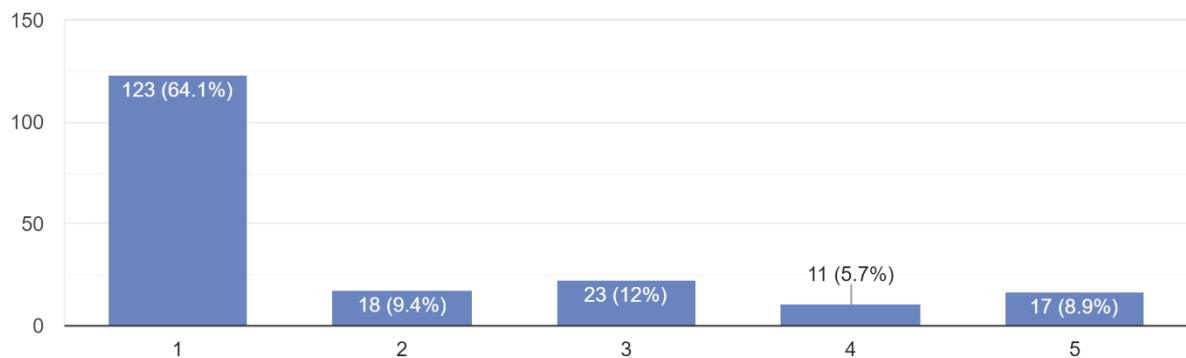
How would you describe traffic safety messaging in our community?

192 responses



How would you rate your experience during this traffic stop?

192 responses



Please use this space to provide suggestions on how VIPD can improve traffic safety in our community.

- Stay alert
- Traffick stop/checks
- I Wish we can have more information on all social media platforms
- To make there presence more
- Please do your research in comparison to other countries were their implementation of traffic stops and more effectively work in their communities, respectfully!
- Good job keep up the good work
- Good
- More police presence
- Nighttime patrols of roadways. Enforcement of traffic laws overall as enforcement is limited. Speeding is an unaddressed issue in the territory. Motorcycles are and have been out of control. Overall, the traffic related aspects of the VIPD seem nonexistent and the community treats the traffic laws as such due to limited enforcement.
- Doing a great job keep up the good work.
- Being innovative like doing this survey and then

- Keep doing the good work and keeping our Island safe
- Stop worrying so much about vehicle tints and focus on more pressing safety issues- ex : seatbelts, speeding, running traffic lights and stop signs, driving while impaired.
- VIPD presence has a huge impact on behavior . As does the state of roads especially in Christiansted . Those roads need to be fixed.
- We need more education on the rules of the road as well as more traffic enforcement
- I have no ideas.
- They're great!
- Be more active at the schools during the year .
- Keep up the great work!
- Fix the roads!!!
- More enforcement
- A little bit more traffic enforcement
- Perhaps more police presence during social events, activities and housing communities.
- Open closed roads
- Keep up the good work!
- VIPD social media presence
- They can go out more in the community
- More often
- By keep on doing what they doing
- I appreciate the support & it is enough.
- Downed signs need to be replaced and road markings need to be repainted
- Utilize social media more , do more visual commercials
- They are doing a great job
- More cameras could be utilized, speeding cameras should be placed inconspicuously that will automatically issue tickets to violators and ruling of accidents inconclusive can be avoided with proper training of officers. I think that the VIPD are doing good work in this community and hope that they receive the funding and support from the Executive branch and our community as a whole.
- As an observer; the officers were very professional!!!!
- VIPD can improve traffic safety by being more active on the roads.
- By having more cops on the road with the radar testing the speed
- Enforcing more traffic safety in the community rather than ignoring it.
- By enforcing it more than ever
- Put the cameras.
- VIPD your doing a great job
- Be present
- Keep up good work
- More PSA's for parents about the dangers of not having children in the proper car seats/ booster seats.
- We need more attentive PO -
- The sun is hot let us tint front windshield.
- Recommend a roundabout at Cool Out Bar on St. Croix where more than one hundred crashes have occurred. Also, officers need to give more citations to motorists who are breaking the traffic laws
- Be visible
- By having officer Murray lead the training or past and future traffic enforcement.
- Red light compliance
- More enforcement in high traffic areas.

- BY getting the government to fix the roads so people don't have to drive on my side on the road and almost have going in the bush
- Please be on time to EMS scenes and do more check point traffic stops.
- Stop people from coming in and operating with out of state plates, follow the rules of tgg HR e road.
- Do better
- Very nice
- VIPD officers need to stop blatantly ignoring violator. To many traffic light infractions especially on St. Thomas!
- More stops like this one!
- Office was extremely helpful i'm courteous. He even help me put the sticker on my window.

The feedback provided through the instrument was shared with the Police Chiefs and Traffic Commanders who found the input to be valuable in decision-making efforts regarding resource allocation and initiative foci.

The VIOHS also benefitted from the feedback regarding visibility of traffic safety messaging. With only 44.8% of the respondents reporting that they are exposed to traffic safety messaging on a regular basis, it is incumbent on the agency to identify creative avenues for getting the word out. Additionally, the community's traffic safety priorities, as depicted in the graph, differ slightly from the agency's perceived community perceptions.

The open response options provided an opportunity for the community to share their thoughts on traffic safety and VIPD. Both positive and negative feedback was provided. However, the suggestions provided through the comments were extremely valuable to the process and will be considered for implementation.

The initiative created a buzz in the community. Participants shared their experiences with friends, family and on social media platforms adding to the effort's impact. The initiative helped to show the community that the VIPD's work more about the overall safety of the community and less about issuing reprimands and citations, exposing the human behind the badge. Additionally, the survey exemplified to the community that their voices matter. Officers will continue to utilize the model.

Traffic Safety for Teens – Iglesia El Tabernáculo

The Youth Director of the Iglesia El Tabernáculo church located William's Delight on St. Croix was concerned about the safety of her young and budding drivers. Hence, she requested a safe driving workshop through the VIOHS Impaired Driving Program for the teens and young adults of their church. The inexperience of this population combined with their risk-taking nature contribute to concerns for their safety and the safety of others on the roads. What they received, however, was a collaborative experience powered by VIOHS, VIPD, and the VI Fire and Emergency Medical Service (VIFEMS).

The session, conducted on a Saturday, was open to the young people of the church, the community in which the church is located, and the youth of two other sister churches, who bussed their participants to the site. The session started with an interactive educational presentation by the

Impaired Driving Coordinator who focused on driving sober, focused, and alert. The Occupant Protection Coordinator followed with a presentation on seat belt compliance and speeding. The youth were asked to participate in the conversation by sharing their experiences and thoughts relative to the content.

The information, however, came alive when representatives from the VIPD and VIFEMS chimed in to share anecdotal data on the real-life repercussions of risky traffic behaviors. The experiences, delivered with passion and purpose helped the young audience to reconsider lingering thoughts of defiance.

The group transitioned outdoors where the youth took turns participating in a mock Standardized Field Sobriety Test (SFST) using Fatal Vision impaired driving simulation goggles. It quickly became clear the controlling the body and operating a vehicle while impaired with alcohol was a poor decision which could lead to legal consequences.



The group then viewed a video created by the Youth Coordinator featuring her driving a vehicle while texting. The dramatic end of the video led the participants to assume that she crashed. See video here: <https://youtu.be/8chky8jrZio>.

Following the video, the youth were led outside to a simulated crash site where the Youth Director was made up and placed as a crash victim. The shock of the scene was evident on the youngsters' faces. Paramedics were on the scene to add realism to the scene, performing all duties applicable to a crash scene. As they removed the crash victim, the youth were supported by the VIPD Traffic Safety Officers and VIOHS staff on site.



The Officers participated in the debriefing process, reiterating the importance of taking precautionary measures and abiding by established laws to reduce the chance of unnecessary injuries and fatalities. Parents in the audience were encouraged to support their teens' safe behaviors by having regular discussions and implementing sure and impactful consequences for non-compliance.



The success of the initiative was discussed by the collaborators, who intend to join forces for future opportunities.

The VIPD Traffic Enforcement Officers participated in other community engagements to include presenting to children at the Police Athletic League (PAL) summer program on St. Thomas. By exposing young children to safe traffic strategies, the department plants seed that may grow into a safety culture that lasts a lifetime. The Officers also intend to engage caregivers during the first week of school to encourage and support child passenger safety.

For 2025 the VIOHS plans to engage communities where English is not the primary language as the territory has Hispanic, Creole, French, Arab, East Indian, persons from the continent of Africa who have made the territory their home but are challenged by language and driving behaviors. These groups can work with VIOHS to create traffic safety messaging germane to their communities and thus reduce the highly visible contrary actions.

Project Number	Project Name	Subrecipient	Project Description	Project Amount	Federal Funding	Eligible Use of Funds	Countermeasure Strategy in HSP	P&A Costs?	\$1300.41(b)
25-PA-402	PLANNING & ADMINISTRATION AGREEMENT	VIOHS - GOVERNMENT AGENCY - TERRITORIAL	The Planning & Administration project is the cornerstone of the NHTSA funding for the VIOHS. Guided by a renewed mission of improving highway safety territory-wide through the development, promotion, and implementation of educational outreach campaigns; enforcements and community-directed alliances, the VIOHS approaches fiscal year 2024 with clear and measurable objectives, benchmarks, and milestones to ensure success. In adhering to mandates to promote highway safety territory-wide, the VIOHS intends to address community traffic safety issues using the following program areas through the FY 2024 HSP:	\$ 320,587.10	BIL NHTSA 402	BIL NHTSA 402-PA	N/A	18%	NO
			• Traffic Records						
			• Occupant Protection						
			• Impaired Driving						
			• PoliceTraffic Services						
			• Communications						
			The design, implementation, monitoring, and evaluation of traffic safety initiatives targeting fatality reduction measures will be led the Director of The Virgin Islands Office of Highway Safety and supported by Highway Safety Program Coordinators, Compliance and Fiscal Officers, and Traffic Data Analyst and Administrative Assistant. The shared responsibilities will be for managing program areas, coordinating traffic safety activities, and identifying opportunities to capture evidence-based data useful in promoting highway safety awareness through creating partnerships and facilitating sub-grantee agreements. The team will continue to manage, oversee, and provide needed follow-up to achieve the required actions of the mandated Correction Action Plan (CAP) resulting from the 2019 NHTSA Management Review (MR). The priority will be to keep VIOHS activities and sub-recipient projects consistent with the laws, policies, and guidelines of NHTSA and the Government of the Virgin Islands (GVI).						
25-TRM-402	TRAFFIC RECORDS PROGRAM MANAGEMENT PROJECT	VIOHS - GOVERNMENT AGENCY - TERRITORIAL	The efficient implementation of highway safety programs remains critical to the success of VIOHS efforts to promote highway safety compliance through education, awareness and the resulting reduction in crashes and serious injuries territory wide. The Program goal is to ensure that VIOHS' traffic programs/initiatives are designed and conducted based on data-driven evidence. Evidence which will comprise of a combination of analyzed traffic data and recommendations gathered from the TRCC.	\$ 322,726.61	BIL NHTSA 402	BIL NHTSA 402-TR	PROGRAM MANAGEMENT	NO	NO
24-BMV-402	BUREAU OF MOTOR VEHICLE' SYSTEM AND DATA IMPROVEMENTS (POINTS SYSTEM)	BUREAU OF MOTOR VEHICLES (BMV) - GOVERNMENT AGENCY - TERRITORIAL	The project will include vehicle/driver data cleansing and vehicle insurance verification. This project will support the BMV's data cleansing efforts which aim to utilize their current system developer to review all their customers records within their databases to detect, correct, or remove inaccurate records. BMV planned on a FY 2023 start date and the project is carried over into FY2024 because of the delayed start. This objective will improve the data attributes of the Driver and Vehicle records for accuracy, completeness, and uniqueness. The BMV is currently working towards upgrading their vehicle records software capabilities by installing a module that allows the agency to actively monitor the insurance status of the vehicles in the Territory. BMV anticipates that the major insurance carriers will lead, and with their successful interface of only the relevant traffic data, the smaller "mom and pop" agencies will follow. Quality control and monitoring will require additional staff whose duties will include but not be limited to alerting drivers of insurance status changes and reporting system operational deficiencies.	\$ 237,089.00	BIL NHTSA 402	BIL NHTSA 402-TR	1. DATA QUALITY CONTROL 2. IMPROVE PROCEDURES AND PROCESS FLOWS; 3. IMPROVE TRAFFIC RECORDS SYSTEM INTEGRATION	NO	NO

Project Number	Project Name	Subrecipient	Project Description	Project Amount	Federal Funding	Eligible Use of Funds	Countermeasure Strategy in HSP	P&A Costs?	\$1300.41(b)
25-OEMS-405c	EMS DATA SUPPORT	FIRE & DOH- EMERGENCY MEDICAL SERVICES - GOVERNMENT AGENCY - TERRITORIAL	FEMS 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 FEMS continuously aims to improve their operational procedures, process flows, medical charting system and the quality of injury surveillance data that they gather. Therefore, the VIOHS plans to continue providing funding to support the FEMS as it is likely that increasing trainings efforts will be needed due to this new merger.	\$ 32,128.36	BIL 405c Data	BIL 405c-MEDA-B3DSA	1. DATA QUALITY CONTROL 2. IMPROVE PROCEDURES AND PROCESS FLOWS; 3. IMPROVE TRAFFIC RECORDS SYSTEM INTEGRATION	NO	NO
25-Ecite-405c	TraCS (Ecitation) Maintenance	VI POLICE DEPARTMENT (VIPD) - GOVERNMENT AGENCY - TERRITORIAL	With the implementation of the electronic citation software system on track for completion by December 2023, the system must be maintained and updated to keep pace with current trends, revised legislation and software designers' changes and improvements. An annual maintenance fee, and any peripheral changes needed must be planned for over the triennial period.	\$ 125,000.00	BIL 405c Data	BIL 405c-MEDA-B3DSA	1. DATA QUALITY CONTROL 2. IMPROVE PROCEDURES AND PROCESS FLOWS; 3. IMPROVE TRAFFIC RECORDS SYSTEM INTEGRATION	NO	NO
25-OPCPS-FIT-405b	CPS FITTING STATIONS	VIOHS - GOVERNMENT AGENCY - TERRITORIAL	The VIOHS will liaise with the VIHA to offer CPS inspections and fitting stations demonstrations and education outreach at 10% of the housing communities on St. Thomas and St. Croix in FY2024. The public housing communities are considered the At-Risk areas of the USVI. These communities are supervised and maintained by the Virgin Islands Housing Authority (VIHA).	\$ 85,582.53	BIL 405 OP Low	BIL-405b-M2CPS	CHILD RESTRAINT INSPECTION STATIONS	NO	NO
25-OPCPSTR-405b	CPS TRAINING	VIOHS - GOVERNMENT AGENCY - TERRITORIAL	The VIOHS will continue to support its campaign to promote child passenger safety through training technicians, law enforcement officers and community participants to ensure the most current and safe seat installation methods are used. VIOHS aims to increase access to CPS Technicians (CPST) and Fitting Stations by training approximately 30 more persons in the territory, increasing the existing CPST force working across the territory.	\$ 48,549.44	BIL 405 OP Low	BIL-405b-M2TR	CHILD RESTRAINT INSTALLATION TRAINING	NO	NO
25-OPHRP-TD-405b	TEENAGED DRIVERS	EZ DRIVING SCHOOL - PRIVATE ENTITY - ST. CROIX	The VIOHS will continue the campaign to promote seat belt use among teenage drivers and their passengers, who often fall within the same age group. This would be accomplished by a joint effort between the VIOHS, junior high and high schools, driving schools, and community youth organizations. The VIOHS will continue to liaise with driving schools within the territory to provide educational outreach for teenage drivers. The driving schools can deliver the message by one-on-one conversations with the student-drivers through pamphlets and brochures and proper restraint use demonstrations. Media campaigns will also be launched for wider impact and message reinforcement.	\$ 90,077.35	BIL 405 OP Low	BIL-405b-M2PE	PROGRAMS FOR OLDER CHILDREN - TEEN FOCUS	NO	NO
25-CPSSRMC-405b	SMART START, SAFE START AT SRMC	SCHNIEDER REGIONAL MEDICAL CENTER - SEMI AUTONOMUS GOVERNMENT AGENCY - ST. THOMAS	The Mother Baby Unit will work with VIOHS to provide information and resources to caregivers of newborns to ensure a safe start and an informed child passenger safety journey. The initiative will provide no- to low-cost infant seats to caregivers in need. The need will be determined by socio-economic factors established by the program; however, exceptions will be made to ensure safe transportation of newborns without appropriate restraints. To honor HIPPA guidelines, caregivers will agree to provide basic demographic data for VIOHS' records.	\$ 13,577.55	BIL 405 OP Low	BIL-405b-M2CPS	INCREASING CHILD RESTRAINT AND BOOSTER SEAT USE	NO	NO
25-CPSJFL-405b	SMART START, SAFE START AT JFL	JUAN F. LUIS HOSPITAL - SEMI AUTONOMUS GOVERNMENT AGENCY - ST. CROIX		\$ 13,577.55	BIL 405 OP Low	BIL-405b-M2CPS	INCREASING CHILD RESTRAINT AND BOOSTER SEAT USE	NO	NO

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25-OPHRP-BUB-402	BUCKLING UP WITH BARBERS	KARIBBEAN KUTS, CARLOS MARTINEZ - PRIVATE ENTITY - ST. CROIX	To promoted educational outreach in male dominant spaces. Karibbean Kutz, a local barber shop on St. Croix, will liaise with barbers across the district to determine the best ways to address the taret audience to raise awareness about the benefits of wearing your seatbelt. Then, utilizing those barbers to spread the message through their shops at various locations.	\$ 33,232.67	BIL NHTSA 402	BIL-402-OP	COMMUNICATION STRATEGIES FOR LOW BELT USE GROUPS - MALES	NO	NO
25-OPSMGR-402	OCCUPANT PROTECTION PROGRAM MANAGEMENT	VIOHS - GOVERNMENT AGENCY - TERRITORIAL	The Occupant Protection coordinator's time will be directed to 70% Occupant Protection, 10% traffic records, and 20% planning outreach activities territory-wide for the VIOHS staff. This position serves as a professional specialist with independent responsibility for the development of territory-wide efforts geared towards increasing sub-recipient applicants and the amount of VIOHS initiatives conducted with community groups, governmental agencies, the university, and educational institutions.	\$ 260,277.90	BIL NHTSA 402	BIL-402-OP	HIGHWAY SAFETY OFFICE PROGRAM MANAGEMENT	NO	NO
25-OPSSBS-402	OCCUPANT PROTECTION OBSERVATIONAL SEAT BELT SURVEY	CONTRACTOR-BID PROCESS - TERRITORIAL	VIOHS contracted a consultant to conduct the CY 2023-2024 observational surveys throughout the territory inclusive of travel and lodging costs. The contract with an option to renew will ensure consistency in data collection, reduce lengthy procurement activities, and expedite the commencement of the CY 2024 survey.	\$ 261,206.20	BIL NHTSA 402	BIL-402-OP	OCCUPANT PROTECTION OBSERVATIONAL	NO	YES
25-OPHSP-402	OCCUPANT PROTECTION HEAT STROKE PREVENTION	VIOHS - GOVERNMENT AGENCY - TERRITORIAL	VIOHS will launch a robust CPS heatstroke prevention campaign that targets caregivers and occasional caregivers to create awareness and prevent incidences of heatstroke.	\$ 63,232.59	BIL NHTSA 402	BIL-402-UNATTD	COMMUNICATION CAMPAIGN	NO	NO
25-COMMGMT-402	COMMUNICATIONS MEDIA MANAGEMENT	VIOHS - GOVERNMENT AGENCY - TERRITORIAL	The VIOHS will seek to identify a full time Public Information Officer dedicated to the unit and its objectives by managing the Media Communications Program. The contracted employee will include coordinate the media outreach for Occupant Protection, Impaired Driving, High Visibility Enforcement and Police Traffic Services; maintenance of the VIOHS website and all social media platforms; negotiation of advertising spaces on local and cable networks, local radio stations; roadside and billboard messaging. The objective of the <i>Communications Media Management</i> project is to effectively communicate information and coordinate the involvement of law enforcement to ensure the well-being of motorists throughout the territory	\$ 226,913.20	BIL NHTSA 402	BIL-402-PM	COMMUNICATION CAMPAIGN	NO	NO
25-IDMAN-402	IMPAIRED DRIVING MANAGEMENT PROJECT	VIOHS - GOVERNMENT AGENCY - TERRITORIAL	This project serves as the single statewide resource responsible for managing grant proceeds under the Impaired Driving program area. The program area is responsible for implementing alcohol and drug impairments and drowsy and distracted driving initiatives. Accountabilities include expanding community-based sub-recipients, long and short-term program planning, grant development, budget development, and oversight. This position will also assist in all NHTSA program areas and continue to assist the Traffic Records Program for FY2024-26.	\$ 194,180.90	BIL NHTSA 402	BIL-402-AL	HIGHWAY SAFETY OFFICE PROGRAM MANAGEMENT	NO	NO

Project Number	Project Name	Subrecipient	Project Description	Project Amount	Federal Funding	Eligible Use of Funds	Countermeasure Strategy in HSP	P&A Costs?	\$1300.41(b)
24-IDYAP-402	STUDENTS AGAINST DESTRUCTIVE DECISIONS (SADD) PROGRAM	UVI, SADD CHAPTER, OR GVI AGENCY- UNIVERSITY OF THE VIRGIN ISLANDS - TERRITORIAL	The selected countermeasure intends to address behavioral challenges and promote traffic safety within this targeted population. 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. Yet, the Virgin Islands have only one chapter on the islands. SADD will deliver to the other high schools on the island the opportunity to start a chapter. SADD will engage leadership from each 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, we assume that 50 individuals will participate in the training.	\$ 180,869.00	BIL NHTSA 402	BIL-402-TSP	YOUTH PROGRAMS	NO	NO
25-TIDAS-402	TEEN ID AWARENESS SURVEY	DLCA - GOVERNMENT AGENCY/VIOHS - GOVERNMENT AGENCY - TERRITORIAL	The main purpose of this community and research project is to identify the target population's perceptions regarding impaired/distracted driving and to use those findings to see if there is a need to amend legislation(s) that ensures that drivers are fully educated on impaired/distracted driving and related laws before obtaining a legal driver's license. Advocates will share their findings through written public announcements with their peers, legislators, and the Office of Highway Safety. An additional purpose is to combat the percentage of crashes involving adolescent drivers in the territory. IDYAP seeks to reduce future risks of impaired driving by addressing driving education laws among this targeted population segment and implementing a robust outreach program.	\$ 87,191.15	BIL NHTSA 402	BIL-402-TSP	YOUTH PROGRAMS	NO	NO
25-DSCCRO-402	CENTERLINE OUTREACH ON DISTRACTED DRIVING	CENTRERLINE CAR RENTALS - PRIVATE ENTITY - TERRITORIAL	Addressing both distracted and impaired driving, as well as other driving behaviors like "Keep Left," necessitates a balanced and nuanced approach that emphasizes the importance of remaining focused on the road while acknowledging the practical challenges drivers face in avoiding distractions and intoxication. Effective campaigns should not only raise awareness about the dangers of certain distractions and alcohol impairment but also provide practical tips for drivers to minimize risks without compromising their overall attentiveness. By adopting an understanding and comprehensive approach to these issues, outreach efforts can better connect with drivers and promote safer behaviors on the roads. Such an approach is essential in fostering a culture of responsible driving and ensuring the safety of all road users	\$ 125,000.00	BIL NHTSA 402	BIL-402-CP	EDUCATIONAL OUTREACH ON DISTRACTED DRIVING	NO	NO
25-IDEVI-402	IMPAIRED DRIVING OVERTIME ENFORCEMENT	VIPD - GOVERNMENT AGENCY - TERRITORIAL	This planned activity will comprise of high-visibility campaigns territorially to include sobriety checkpoints focused on deterring impairment. The initiative will depend on gathered data to measure success, utilized effectively through staged mobilizations and extensive publicity highlighting the patrol of specific areas by law enforcement. Mobilizations will comprise of a 4:1 ratio between officers and supervisors and reflect the intentions of the Traffic Safety's National Campaign, <i>Drive Sober or Get Pulled Over</i> .	\$ 100,000.00	BIL NHTSA 402	BIL-402-AL	SUSTAINED IMPAIRED DRIVING ENFORCEMENT	NO	NO

Project Number	Project Name	Subrecipient	Project Description	Project Amount	Federal Funding	Eligible Use of Funds	Countermeasure Strategy in HSP	P&A Costs?	\$1300.41(b)
25-OPEVI-402	OCCUPANT PROTECTION OVERTIME ENFORCEMENT	VIPD - GOVERNMENT AGENCY - TERRITORIAL	This planned activity will comprise of high-visibility campaigns territorial to include enforcement initiatives focused on occupant protection, daytime, and nighttime. The initiatives will depend on gathered data to measure success, utilized effectively through staged mobilizations and extensive publicity highlighting the patrol of specific areas by law enforcement. Mobilizations will comprise of a 4:1 ratio between officers and supervisors and reflect the intentions of the Traffic Safety's National Campaigns, <i>Click It or Ticket</i> and <i>Child Passenger Safety Week</i>	\$ 100,000.00	BIL NHTSA 402	BIL-402-OP	SUSTAINED SEAT BELT ENFORCEMENT	NO	NO
25-PTSSFST-402	STANDARDIZED FIELD SOBRIETY INSTRUCTOR TRAINING	CONTRACTOR - TO BE DETERMINED - US MAINLAND LOCATION	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 Standardized Field Sobriety Test during traffic stops and enforcement efforts.	\$ 88,900.62	BIL NHTSA 402	BIL-402-AL	TRAINING	NO	NO
25-PTSTRNG-402	POLICE TRAFFIC SERVICES TRAINING	CONTRACTOR - TO BE DETERMINED - US MAINLAND LOCATION	Through such law enforcement partners as the Institute of Police Technology and Management, police officers attached to the VIOHS will receive training and evidence-based enforcement training to assist in supporting measures to increase knowledge, on-the-job 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 causing 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 U.S. Virgin Islands.	\$ 88,900.63	BIL NHTSA 402	BIL-402-PT	TRAINING	NO	NO
25-PTS-MAN-402	POLICE TRAFFIC SERVICES PROGRAM MANAGEMENT	VIOHS - GOVERNMENT AGENCY - TERRITORIAL	The LEL will represent the interest of the VIOHS, agencies, and stakeholders within the highway and traffic safety community, and will be responsible for the development and coordination of an enforcement plan which encompasses and combines all enforcement efforts and training opportunities supported through the Office of Highway Safety. The LEL will further monitor and ensure the success of planned enforcement initiatives territory-wide and provide law enforcement expertise as a previous law enforcement official within a local/state agency. Funding in the Police Traffic Services Program will cover salary, fringe benefits, supplies, travel (inter-island and off-island), training, conferences, and other related expenses.	\$ 165,977.00	BIL NHTSA 402	BIL-402-PT	HIGHWAY SAFETY OFFICE PROGRAM MANAGEMENT	NO	NO
25-PSPED-402	PEDESTRIAN SAFETY IMPROVEMENT	VIOHS - GOVERNMENT AGENCY - TERRITORIAL	VIOHS will launch a series of pedestrian safety messages in English, Spanish, and French aimed the entire community. VIOHS will utilize law enforcement officers to provide safety messaging through videos demonstrating when and how to best utilize cross walks. VIOHS will work with the Department of Public Works to create public service announcements and other messages on street lighting, sidewalk construction or remodeling to keep the community abreast of the improvements.	\$ 75,000.00	BIL NHTSA 402	BIL-402-PS	COMMUNICATION AND OUTREACH	NO	NO
				\$ 3,339,777.35					