



2016 NATIONAL LAW ENFORCEMENT CHALLENGE APPLICATION

Applications are due **Monday, May 2, 2016, by 11:59 PM**

Click here for a copy of the NLEC How-To Guide: <http://bit.ly/22aMcCW>

Agency (as it would appear on an award): Fort Eustis Police Department
 Agency Category: Federal/Military Police
 Total Number of Sworn Personnel: 87 Total Number of Uniformed Officers on the Street: 65
 Submitter(s) (main point of contact for application): Sgt. Derrick Lee
 Department: US Department of Air Force Police (733d Security Forces Squadron/Fort Eustis Police)
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APPLICATION ATTACHMENTS PACKET

CHECKLIST

Each attachment should be no longer or larger than 10 pages and 10 MB.

- NLEC Application (required)
- Speed Awareness Narrative (required)
- Speed Awareness Policies (required)
- Impaired Driving Narrative (required)
- Impaired Driving Policies (required)
- Occupant Protection Narrative (required)
- Occupant Protection Policies (required)
- State/Local Issue Narrative (required)
- State Local Issue Policies (required)
- Special Award Application(s) (1 attachment including narratives and policies for each award) (optional)

SPECIAL AWARD CONSIDERATIONS

- Impaired Driving*
- Occupant Protection*
- Speed Awareness*
- Bike/Pedestrian Safety
- Commercial Motor Vehicle Safety
 - State Police
 - Municipal/Sheriff
- Distracted Driving
- Motorcycle Safety
- Technology
- Traffic Incident Management
- State/Local Issue is Special Award Consideration** yes no
- If yes, which one?
 CMV

*Your agency is automatically considered for this Special Award upon submission of NLEC application
 **Cannot be Speed Awareness, Impaired Driving, or Occupant Protection; must be chosen from other Special Awards

SUBMISSION DISCLOSURE QUESTIONS

Please answer the following questions to the best of your ability.

1. Total roadway crashes in 2013: 89
2. Total roadway crashes in 2014: 99
3. Total roadway crashes in 2015: 82
4. Total fatal crashes in 2013: 0
5. Total fatal crashes in 2014: 0
6. Total fatal crashes in 2015: 0
7. Total injury crashes in 2013: 3
8. Total injury crashes in 2014: 10
9. Total injury crashes in 2015: 2

IMPAIRED DRIVING

For guidance on completing your Impaired Driving attachments, please refer to page 5 of the How-To Guide:

<http://bit.ly/22aMcCW>

1. This agency has a written policy making impaired driving enforcement a priority: yes no
2. Number of officers who received training in 2015 in impaired driving: 14
3. This agency participates in officer recognition programs for impaired driving detection and apprehension:
yes no
4. Number of Impaired Driving Arrests in 2013: 19
5. Number of Impaired Driving Arrests in 2014: 27
6. Number of Impaired Driving Arrests in 2015: 28
7. Total number of fatal and injury crashes related to Impaired Driving in 2015: 0
8. Percentage of fatal and injury crashes related to Impaired Driving in 2015: 0
9. This agency is allowed to conduct Impaired Driving Checkpoints: yes no
10. Number of Special Enforcement Efforts in 2015 for Impaired Driving (saturation patrols, checkpoints, etc.): 30
11. Output Statistics: How many DUI citations were issued in target areas?: 22
12. Output Statistics: How many DUI citations were issued during the target times?: 22
13. Output Statistics: How many contacts were made? (total): N/A
14. Output Statistics: How many contacts in target areas?: N/A

OCCUPANT PROTECTION

For guidance on completing your Occupant Protection attachments, please refer to page 6 of the How-To Guide:

<http://bit.ly/22aMcCW>

1. This agency has a written policy making safety belt and child passenger safety enforcement a priority: yes no
2. This agency has a written policy requiring officer safety belt use: yes no
3. Does your state have a Primary Seat Belt Enforcement Law?: yes no
4. Your state's average safety belt use percentage rate in 2015: 80.3%
5. Your jurisdiction's safety belt use percentage rate at the beginning of 2015: 95%
6. Your jurisdiction's safety belt use percentage rate at the end of 2015: 98%
7. Number of officers who received training in 2015 in occupant protection: 87
8. This agency participates in Saved by the Belt/Air Bag (officer and/or citizen) awards programs: yes no
9. Number of Seat Belt Citations in 2013: 24
10. Number of Seat Belt Citations in 2014: 20
11. Number of Seat Belt Citations in 2015: 57
12. Number of Child Seat Citations in 2013: 6
13. Number of Child Seat Citations in 2014: 3
14. Number of Child Seat Citations in 2015: 2
15. Number of Special Enforcement Efforts in 2015 for Occupant Protection: 18
16. Output Statistics: How many citations were issued in target areas?: 47
17. Output Statistics: How many citations were issued during the target times?: 47
18. Output Statistics: How many contacts were made? (total): N/A
19. Output Statistics: How many contacts were made in target areas?: N/A

SPEED AWARENESS

For guidance on completing your Speed Awareness Submission attachments, please refer to page 8 of the How-To

Guide: <http://bit.ly/22aMcCW>

1. This agency has a written policy making speed enforcement a priority: yes no
2. Number of officers who received speed-related training in 2015: 6
3. This agency participates in officer recognition programs for speed detection and apprehension: yes no
4. Number of Speeding Citations in 2013: 313
5. Number of Speeding Citations in 2014: 123
6. Number of Speeding Citations in 2015: 145
7. Total number of 2015 fatal and injury crashes related to speed: 0
8. Percentage of 2015 fatal and injury crashes related to speed: 0
9. Number of Special Enforcement Efforts in 2015 for Speed: 211
10. Output Statistics: How many citations were issued in target areas?: 105
11. Output Statistics: How many citations were issued during the target times?: 97
12. Output Statistics: How many contacts were made? (total): N/A
13. Output Statistics: How many contacts were made in target areas?: N/A

STATE/LOCAL ISSUE

Your State/Local Issue cannot be Impaired Driving, Occupant Protection, or Speed Awareness. For guidance on completing your State/Local Issue attachments, please refer to page 9 of the How-To Guide: <http://bit.ly/22aMcCW>

1. This agency has a written policy making this issue a priority: yes no
2. Number of officers who received training related to this issue in 2015: 2
3. This agency participates in officer recognition programs for this issue: yes no
4. Number of citations issued involving this issue in 2013: N/A
5. Number of citations issued involving this issue in 2014: 5
6. Number of citations issued involving this issue in 2015: 14
7. Total number of 2015 fatal and injury crashes related to this issue: 0
8. Percentage of 2015 fatal and injury crashes related to this issue: 0
9. Number of Special Enforcement Efforts in 2015 for this issue: 48
10. Output Statistics: How many citations were issued in the target areas?: 14
11. Output Statistics: How many citations were issued during the target times?: 14
12. Output Statistics: How many contacts were made? (total): N/A
13. Output Statistics: How many contacts were made in target areas?: N/A
14. How many special team enforcement details were directed at the State/Local Issue (not routine patrol)?:
48

Impaired Driving

Problem Identification

The Fort Eustis Police Department is committed to the reduction of injuries and personal/government property damage that result from vehicle crashes on Fort Eustis. The Fort Eustis Police Department is pleased to report a 0% of impaired driving related crashes in 2015.

The Fort Eustis Police Department targets our enforcement based on our data of past arrest for impaired driving and vehicle crashes, as well as an online based survey system called Interactive Customer Evaluation (ICE). The department has a dedicated three member Traffic Enforcement and Collision Investigations Unit (TCI) with full self-autonomy to help in identifying problems related to impaired driving, and target those issues. In addition two TCI members serve as the department's subject matter experts and drug/alcohol program coordinators, and one officer serves as the newly developed military base/departments traffic safety analyst. In addition to TCI, police officers assigned to the main gate entrance to the installation help intercept impaired drivers prior to fully gaining access to the rest of the base and resident community. TCI as a standard also increases DUI saturation patrols for a minimum of two week before and after major military unit pre-deployment and post-deployment periods, and the 1st and 15th of each month for visibility and prevention of know past increases of alcohol related crimes and offenses.

Safety Campaigns

In 2015, TCI was authorized to participate in traffic safety campaigns such as Checkpoint Strike Force and Drive Sober or Get Pulled Over in addition to the safety compliance inspections and DUI saturation patrols that were already taking place. TCI utilizes the installation level public affairs office and safety office to release information to the public regarding awareness and safety tips.

Traffic Safety Groups

TCI also directly sits on a Fort Eustis Traffic Safety Working Group chaired by the Joint Base Langley-Eustis Installation Commander along with working level stake holders to help address traffic safety issues as a direct report to the highest level command stake holder organization subject matter experts. The work group combines the Police Department, Fire Department, Engineering, joint-installation public affairs office, and joint-installation safety office. TCI is also a member of the Hampton Roads of Virginia Drive Safe Organization

Data Review

TCI conducts a Bi-Weekly analysis of traffic data relating to crashes and vehicle violations for trends and contributing factors to include impaired driving. From the analysis TCI will adjust work hours for enforcement efforts by way of DUI saturation patrols with unmarked and marked vehicles.

The analysis of 2015 revealed:

| | <u>2014</u> | <u>2015</u> | <u>Percentage Change</u> |
|------------------------------|-------------|-------------|--------------------------|
| Crashes (Reportable) | 99 | 82 | -17% |
| Crashes with Injuries | 10 | 2 | -80% |
| DUI related Crashes | 1 | 0 | -100% |
| DUI Enforcements | 19 | 28 | +47% |

- 0% fatal and impaired driving crashes
- 2 injury related crashes
- 57% of all impaired driving offense occur on the installations main entrance/exit road (Washington Blvd)
- 90% of all impaired driving offenses occur between 9pm to 3am Friday thru Sunday.

Fort Eustis suffers as most agencies do with impaired driving and attempting to eliminate the issues. As for Fort Eustis, impaired driving is one of our most serious types of cases and prosecutions that we deal with on a regular basis. The Fort Eustis Police plans protect the community and the military service/family members with safety inside and outside of our boundaries.

Policy

Fort Eustis uses and maintains application of the Department of Defense Joint Services Policy in regards to Traffic Safety Supervision which includes speed enforcement and awareness.

AFI/JBLE-I 31-218

Traffic Law Enforcement

4-3. Traffic law enforcement principles

a. Traffic law enforcement should motivate drivers to operate vehicles safely within traffic laws and regulations and maintain an effective and efficient flow of traffic. Effective enforcement should emphasize voluntary compliance by drivers and can be achieved by the following actions:

- (1) Publishing a realistic traffic code well known by all personnel.
- (2) Adopting standard signs, markings, and signals in accordance with NHSPS and the Manual on Uniform Traffic Control Devices for Streets and Highways.
- (3) Ensuring enforcement personnel establish courteous, personal contact with drivers and act promptly when driving behavior is improper or a defective vehicle is observed in operation.

(4) Maintaining an aggressive program to detect and apprehend persons who drive while privileges are suspended or revoked.

(5) Using sound discretion and judgment in deciding when to apprehend, issue citations, or warn the offender.

b. Selective enforcement will be used when practical. Selective enforcement deters traffic violations and reduces accidents by the presence or suggested presence of law enforcement personnel at places where violations, congestion, or accidents frequently occur. Selective enforcement applies proper enforcement measures to traffic congestion and focuses on selected time periods, conditions, and violations that cause accidents. Law enforcement personnel use selective enforcement because that practice is the most effective use of resources.

c. Enforcement activities against intoxicated driving will include—

(1) Detecting, apprehending, and testing persons suspected of driving under the influence of alcohol or drugs.

(2) Training law enforcement personnel in special enforcement techniques.

(3) Enforcing BAC standards (see para 4–11).

(4) Denying installation driving privileges to persons whose use of alcohol or other drugs prevents safe operation of a motor vehicle.

Standards and Procedures for Processing Drunk Drivers

4–10. Training of law enforcement personnel

a. As a minimum, installation law enforcement personnel will be trained to do the following:

(1) Recognize signs of alcohol and other drug impairment in persons operating motor vehicles.

(2) Prepare DD Form 1920 (Alcohol Incident Report).

(3) Perform the three field tests of the improved sobriety testing techniques (see para 4–13*b*, below).

(4) Determine when a person appears intoxicated but is actually physically or mentally ill and requires prompt medical attention.

(5) Understand the operation of breath–testing devices.

b. Each installation using breath–testing devices will ensure that operators of these devices—

(1) Are chosen for integrity, maturity, and sound judgment.

(2) Meet certification requirements of the State where the installation is located.

c. Installations located in States or overseas areas having a formal breath–testing and certification program should ensure operators attend that training.

d. Installations located in States or overseas areas with no formal training program will train personnel at courses offered by selected civilian institutions or manufacturers of the equipment.

e. Operators must maintain proficiency through refresher training every 18 months or as required by the State.

4–11. Blood alcohol concentration standards

a. Administrative revocation of driving privileges and other enforcement measures will be applied uniformly to offenders driving under the influence of alcohol or drugs. When a person is tested under the implied consent provisions of paragraph 2–3, the results of the test will be evaluated as follows:

- (1) If the percentage of alcohol in the person’s blood is less than 0.05 percent, presume the person is not under the influence of alcohol.
- (2) If the percentage is 0.05 but less than 0.08, presume the person may be impaired. This standard may be considered with other competent evidence in determining whether the person was under the influence of alcohol.
- (3) If the percentage is 0.08 or more, or if tests reflect the presence of illegal drugs, the person was driving while intoxicated.

b. Percentages in paragraph *a*, above, are percent of weight by volume of alcohol in the blood based on grams of alcohol per 100 milliliters of blood. These presumptions will be considered with other evidence in determining intoxication.

4–12. Chemical testing policies and procedures

a. Validity of chemical testing. Results of chemical testing are valid under this regulation only under the following circumstances:

- (1) Blood, urine, or other bodily substances are tested using generally accepted scientific and medical methods and standards.
- (2) Breath tests are administered by qualified personnel (see para 4–10).
- (3) An evidential breath–testing device approved by the State or host nation is used. For Army, Air Force, and Marine Corps, the device must also be listed on the NHTSA conforming products list published in the “Conforming Products List for instruments that conform to the Model Specifications for Evidential Breath Testing Devices (58 FR 48705), and amendments,” (see 70 FR 18982, para 634.35).
- (4) Procedures established by the State or host nation or as prescribed in paragraph *b*, below, are followed.

b. Breath–testing device operational procedures. If the State or host nation has not established procedures for use of breath–testing devices, the following procedures will apply:

(1) Screening breath–testing devices will be used—

(a) During the initial traffic stop as a field sobriety testing technique, along with other field sobriety testing techniques, to determine if further testing is needed on an evidential breath–testing device.

(b) According to manufacture operating instructions. (For Army, Air Force, and Marine Corps, the screening breath–testing device must also be listed on the NHTSA conforming products list published in the “Conforming Products List for instruments that conform to the Model Specifications for Evidential Breath Testing Devices (58 FR 48705), and amendments,” (see 70 FR 18982, para 634.35)).

(2) Evidential breath–testing devices will be used as follows:

- (a) Observe the person to be tested for at least 15 minutes before collecting the breath specimen. During this time, the person must not drink alcoholic beverages or other fluids, eat, smoke, chew tobacco, or ingest any substance.
- (b) Verify calibration and proper operation of the instrument by using a control sample immediately before the test.
- (c) Comply with operational procedures in the manufacturer's current instruction manual.
- (d) Perform preventive maintenance as required by the instruction manual.

c. Chemical tests of personnel involved in fatal accidents.

(1) Installation medical authorities will immediately notify the installation law enforcement officer of—

(a) The death of any person involved in a motor vehicle accident.

(b) The circumstances surrounding such an accident, based on information available at the time of admission or receipt of the body of the victim.

(2) Medical authorities will examine the bodies of those persons killed in a motor vehicle accident to include

drivers, passengers, and pedestrians subject to military jurisdiction. They will also examine the bodies of dependents,

who are 16 years of age or older, if the sponsors give their consent. Tests for the presence and concentration of alcohol

or other drugs in the person's blood, bodily fluids, or tissues will be made as soon as possible and where practical

within 8 hours of death. The test results will be included in the medical reports.

(3) As provided by law and medical conditions permitting, a blood or breath sample will be obtained from any

surviving operator whose vehicle is involved in a fatal accident.

4-13. Detection, apprehension, and testing of intoxicated drivers

a. Law enforcement personnel usually detect drivers under the influence of alcohol or other drugs by observing unusual or abnormal driving behavior. Drivers showing such behavior will be stopped immediately. The cause of the unusual driving behavior will be determined, and proper enforcement action will be taken.

b. When a law enforcement officer reasonably concludes that the individual driving or in control of the vehicle is impaired, field sobriety tests should be conducted on the individual. The DD Form 1920 may be used by law enforcement agencies in examining, interpreting, and recording results of such tests. Law enforcement personnel should use a standard field sobriety test (such as one-leg stand or walk and turn) horizontal gaze nystagmus tests as sanctioned by the NHTSA and screening breath-testing devices to conduct field sobriety tests.

4-14. Voluntary breath and bodily fluid testing based on implied consent

a. Implied consent policy is explained in paragraph 2-3.

b. Tests may be administered only if the following conditions are met:

(1) The person was lawfully stopped while driving, operating, or in actual physical control of a motor vehicle on the installation.

(2) Reasonable suspicion exists to believe that the person was driving under the influence of alcohol or drugs.

(3) A request was made to the person to consent to the tests combined with a warning that failure to voluntarily submit to or complete a chemical test of bodily fluids or breath will result in the revocation of driving privileges.

c. As stated in paragraphs *a* and *b*, above, the law enforcement official relying on implied consent will warn the person that driving privileges will be revoked if the person fails to voluntarily submit to or complete a requested chemical test. The person does not have the right to have an attorney present before stating whether he or she will submit to a test, or during the actual test. Installation commanders will prescribe the type or types of chemical tests to be used. Testing will follow policies and procedures in paragraph 4–12, above. The results of chemical tests conducted under the implied consent provisions of this regulation may be used as evidence in courts–martial, nonjudicial proceedings under UCMJ, Art. 15, administrative actions, and civilian courts.

d. Special rules exist for persons who have hemophilia, other blood–clotting disorders, or any medical or surgical disorder being treated with an anticoagulant. These persons—

(1) May refuse a blood extraction test without penalty.

(2) Will not be administered a blood extraction test to determine alcohol or other drug concentration or presence under this regulation.

(3) May be given breath or urine tests, or both.

e. If a person suspected of intoxicated driving refuses to submit to a chemical test, a test will not be administered except as specified in paragraph 4–15, below.

4–15. Involuntary extraction of bodily fluids in traffic cases

a. General. The procedures outlined herein pertain only to the investigation of individuals stopped, apprehended, or cited on a military installation for any offense related to driving a motor vehicle and for whom probable cause exists to believe that such individual is intoxicated. Extractions of body fluids in furtherance of other kinds of investigations are governed by the Manual for Courts–Martial, United States, Military Rule of Evidence 315 (2002), and regulatory rules concerning requesting and granting authorizations for searches.

(1) Air Force policy on nonconsensual extraction of blood samples is addressed in AFI 44–102.

(2) Army and Marine Corps personnel should not undertake the nonconsensual extraction of body fluids for reasons other than a valid medical purpose without first obtaining the advice and concurrence of the installation staff judge advocate or his or her designee.

(3) The DLA policy on nonconsensual taking of blood samples is contained in the DLA One Book Process Chapter, Search and Seizure.

b. Rule. Involuntary bodily fluid extraction must be based on valid search and seizure authorization. An individual subject to the UCMJ who does not consent to chemical testing, as described above, may nonetheless be subjected to an involuntary extraction of bodily fluids, including blood and urine, only in accordance with the following procedures:

(1) An individual subject to the UCMJ who was driving a motor vehicle and suspected of being under the influence

of an intoxicant may be subjected to a nonconsensual bodily fluid extraction to test for the presence of intoxicants only when there is a probable cause to believe that such an individual was driving or in control of a vehicle while under the influence of an intoxicant.

(*a*) A search authorization by an appropriate commander or military magistrate obtained pursuant to the Manual for Courts–Martial, United States

(b) A search authorization is not required under such circumstances when there is a clear indication that evidence of intoxication will be found and there is reason to believe that the delay necessary to obtain a search authorization would result in the loss or destruction of the evidence sought.

(c) Because warrantless searches are subject to close scrutiny by the courts, obtaining an authorization is highly preferable. Warrantless searches generally should be conducted only after coordination with the servicing staff judge advocate or legal officer, and attempts to obtain authorization from an appropriate official prove unsuccessful due to the unavailability of a commander or military magistrate.

(2) If authorization from the military magistrate or commander proves unsuccessful due to the unavailability of such officials, the commander of a medical facility is empowered by the Manual for Courts–Martial, United States, Military Rule of Evidence 315 (2002), to authorize such extraction from an individual located in the facility at the time the authorization is sought.

(a) Before authorizing the involuntary extraction, the commander of the medical facility should, if circumstances permit, coordinate with the servicing staff judge advocate or legal officer.

(b) The medical facility commander authorizing the extraction under the Manual for Courts–Martial, United States, Military Rule of Evidence 315 (2002), need not be on duty as the attending physician at the facility where the extraction is to be performed and the actual extraction may be accomplished by other qualified medical personnel.

(c) The authorizing official may consider his or her own observations of the individual in determining probable cause.

c. Role of medical personnel. Authorization for the nonconsensual extraction of blood samples for evidentiary purposes by qualified medical personnel is independent of, and not limited by, provisions defining medical care, such as the provision for nonconsensual medical care pursuant to AR 600–20, section IV. Extraction of blood will be accomplished by qualified medical personnel (see the Manual for Courts–Martial, United States, Military Rule of Evidence 312(g)).

(1) In performing this duty, medical personnel are expected to use only that amount of force that is reasonable and necessary to administer the extraction.

(2) Any force necessary to overcome an individual’s resistance to the extraction normally will be provided by law enforcement personnel or by personnel acting under orders from the member’s unit commander.

(3) Life endangering force will not be used in an attempt to effect nonconsensual extractions.

(4) All law enforcement and medical personnel will keep in mind the possibility that the individual may require medical attention for possible disease or injury.

d. Nonconsensual extractions of blood. Nonconsensual extractions of blood will be done in a manner that will not interfere with or delay proper medical attention. Medical personnel will determine the priority to be given involuntary blood extractions when other medical treatment is required.

e. Use of Army medical treatment facilities. Use of Army medical treatment facilities and personnel for blood alcohol testing has no relevance to whether or not the suspect is eligible for military medical treatment. The medical effort in such instances is in support of a valid military mission (law enforcement), not related to providing medical treatment to an individual.

Planning

The FEPD's TCI annually set goals and objectives to address identified traffic safety issues to help focus efforts and to reduce and/or eliminate problems. The plan encompasses the general reduction of crashes and related traffic safety issues in conjunction with enforcement and education to target specific dates, time, and locations from data analysis. This plan is reviewed Bi-annually for full plan additions and/or changes, which is based on the traffic analysis performed monthly by the TCI traffic analyst. Minor plan changes are often made also based on the monthly traffic analysis for unexpected issues and or trends.

Fort Eustis is uniquely setup to have controlled entry and exit boundaries. Due to matters of security all vehicles entering the military installation must pass through a police officer manned entry control point and are subject to vehicle inspections and identification checks of all passengers in the vehicles entering into one of two entry gates. With a proactive approach to the police officer manned entry control points, proactive TCI impaired driving enforcement, and public education many efforts are made to keep the public safe and enforce laws and regulations.

TCI in conjunction with routine patrol and static officers were approved in 2015 to participate in all national from NHSTA and Virginia traffic safety programs/initiatives which target periods based on the likelihood of increased impaired driving. TCI leads and schedules all of the programs. In addition to traffic safety programs/initiatives and saturation patrols conducted by TCI, the installation commander mandates department participation in random dates and times at the commanders choosing for safety compliance inspection/checkpoints in conjunction with increased random anti-terrorism measure checks to target impaired driving and other safety issues attempting to gain access to the installation.

During 2015 FEPD was required to change its records management system to a new and untested system. As a result very important data pertaining to the number of law enforcement contacts was lost. However a separate CAD system is being purchased and implemented in 2016 to correct this issue and aid increased traffic analysis.

Training

The Fort Eustis Police TCI has two officers that have attended a certified state SFST instructor program with one of those one officers having attended the Drug Recognition Expert (DRE) Training, two officers having attend Advanced Roadside Impaired Driving Enforcement (ARIDE), and Virginia Advanced DUI/DUID training. The Fort Eustis Police and TCI were able to train 45 officers out of the departments' 87 sworn personnel in a 40 hour SFST basic course which includes a large amount of hands on practical training/experience along with a mock court/report writing experience. This course was designed by the instructor to meet the unique needs of Fort Eustis Police and be practical and viable for the most experienced to the least experienced officer. Additionally the instructor helps educate and serves as a subject matter expert to the Assistant Special US Attorney handling our case in US District Court. Each year 100% officers receive annual in-service training that includes traffic enforcement and specifically speed enforcement regardless of certification status. In addition to annual training

that is received 100% officers, regular and consistent training is provided to officers by way of an annually planned roll call training schedule that is conducted every day with periodic training in speed enforcement/awareness. In 2015 FEPD and TCI were not able to conduct any basic SFST course due to low budget and severe manpower issues, and SFST Re-Cert classes have not been held yet to all personnel have reached the re-cert date due to initial training date. The Fort Eustis Police does have 50 officers out of the department's 87 sworn personnel certified by Virginia as breath tech operators, of which 14 officers were certified in 2015.

Public Information and Education

The Fort Eustis Police have taken a multi-pronged approach to impairment awareness education to the public and community. The Fort Eustis Police have collaborated with the military units and other organizations to include the Public Affairs Office and Safety office on the installation to host and/or participated in over 50 safety education days and events where we educate them on impaired driving and underage drinking topics and laws that they may not be aware of. Additionally the Fort Eustis Police send out occasional safety email everyone that has a government email address on Fort Eustis. TCI has also joined the Hampton Roads of Virginia Drive Safe organization to partner with the local communities, businesses, and agencies to help support the region, as the region is primarily made up of military installations and family. This partnership also allows us to support and better interact with our community outside of the installation boundaries. Lastly the Fort Eustis Police and TCI does an amazing job using a strong visual presence to help in educating and informing the public of issues and getting them to correct and prevent future occurrences and issues by unmarked/marked patrol vehicles along with the police officer manned entry control points.

Enforcement

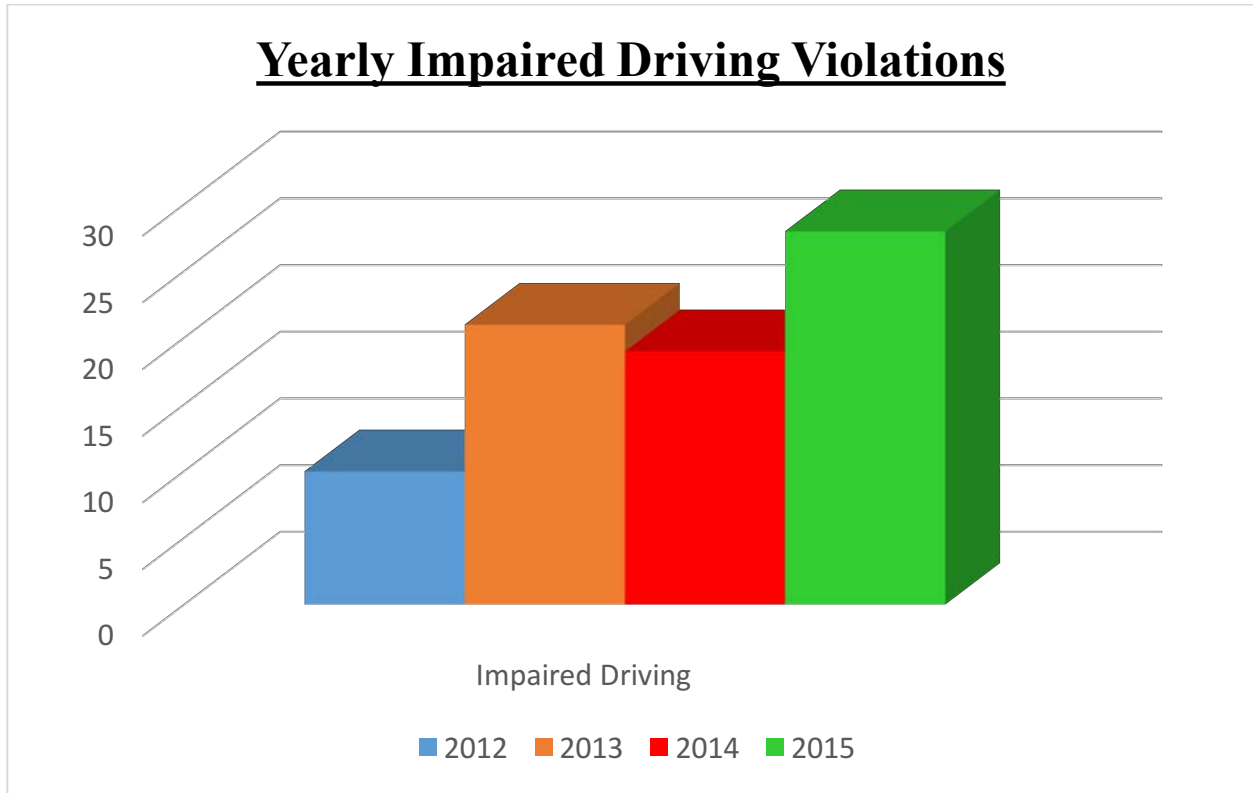
Fort Eustis TCI maintains a 100% effort to educate, prevent, and enforcement program as it relates to impaired on Fort Eustis. The Fort Eustis Police TCI uses traffic data and technology such as radar speed display trailers, traffic survey boxes, and radar traffic survey boxes to help assist with enforcement efforts to target problem times and area for impaired driving enforcement. Unfortunately, but as a process of education and prevention, officers from time to time issue citations for speeding violations requiring a fine or appearance in federal court or military justice from military command.

The FEPD has 3 overlapping patrol/static law enforcement shifts (Days, Swing, and Mids) in addition to TCI. TCI has full autonomy to adjust their regular scheduled duty hours of 0600-1700 Monday to Friday during the identified peak times for traffic enforcement and collision investigations

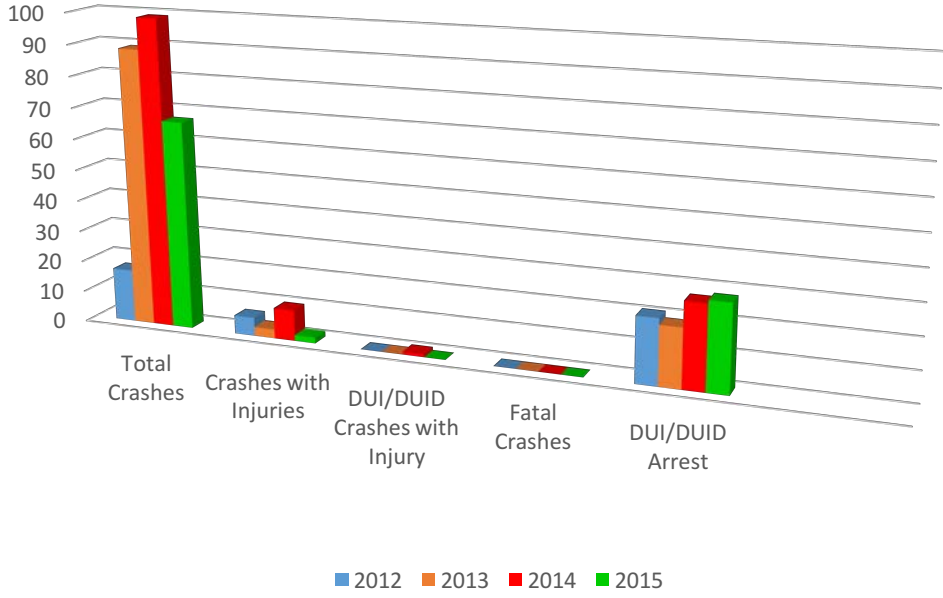
| | |
|-----------------------------|---------------------------|
| 2015 DUI Arrest | 28 |
| 2015 DUI Target Area Arrest | 22 |
| 2015 DUI Target Time Arrest | 22 |
| 2015 DUI Contact | N/A due to system changes |

Outcomes

In the past years we have noticed the percentages of crashes change in relation to speed enforcement efforts. The Traffic Enforcement and Collision Investigations Unit investigated 82 crashes with two of those that were injury related, and no impaired driving related injury crash, and 28 impaired driving arrest in 2015.



Impaired Driving Vs Crashes



Occupant Protection

Problem Identification

The Fort Eustis Police Department is committed to the reduction of injuries and personal/government property damage that result from vehicle crashes on Fort Eustis. The Fort Eustis Police Department is pleased to report a 0% of occupant protection injuries related crashes in 2015.

The Fort Eustis Police Department (FEPD) is committed to and concerned about occupant protection which is a priority for each and every vehicle entering Fort Eustis. Occupant protection is an ever growing concern around the nation as there are more vehicles on today's roadways. The Commonwealth of Virginia is 1 of 16 states in the country that currently do not have a primary seatbelt law, however Fort Eustis, VA is under federal jurisdiction which makes it a primary offense. In 2015, Virginia had an increase of 355 from 256 fatalities and 6,104 from 3,757 injuries stemming from unbelted occupants of motor vehicles, and the immediate local jurisdiction had 4 fatalities and 103 injuries stemming from unbelted occupants of motor vehicles.

The Fort Eustis Police Department targets our enforcement based on our data of seatbelt violations and vehicle crashes, as well as an online based survey system called Interactive Customer Evaluation (ICE). The department has a dedicated three member Traffic Enforcement and Collision Investigations Unit (TCI) with full self-autonomy to help in identifying problems related to occupant protection, and target those issues. In addition two TCI members serve as the department's subject matter experts, and one officer serves as the newly developed military base/departments traffic safety analyst. In addition to TCI, police officers assigned to the main gate entrance to the installation help intercept occupant protection violators prior to fully gaining access to the rest of the base and resident community. TCI as a standard also increases seatbelt checks and saturation patrols for visibility and prevention of know past increases of offenses.

The FEPD TCI conducts seatbelt usage surveys at a variety of location throughout the installation. These surveys are used for identifying any trending problems and assessing results. The traffic analyst also conducts analysis of collisions with unrestrained occupants as another means of problem identification. An analysis of total collisions with unrestrained drivers/passengers and unrestrained injuries is done each month.

The ultimate goal of the department is to reduce the total number of collisions in a hope to eliminate injuries and injuries of unrestrained occupants, and providing a realistic plan of action to achieve our ultimate goal.

During 2015 less than 0% of all collisions involved an unrestrained occupant. Also during all injury crashes (2 incidents) involved 0% of unrestrained occupant.

Policy

Fort Eustis has the unique ability to use traffic safety laws and regulation from United States Code of Federal Regulation (32 CFR 634.25(c)), Executive Order 13043, DOD Instruction 6055.4, and Joint Base Langley-Eustis Instruction 31-218 which makes seatbelt violations illegal for everyone and as a primary offense and is considered a top priority.

Presidential Executive Order 13043

Section 1. Policies. (a) *Seat Belt Use by Federal Employees.* Each Federal employee occupying any seating position of a motor vehicle on official business, whose seat is equipped with a seat belt, shall have the seat belt properly fastened at all times when the vehicle is in motion.

(b) *Seat Belt Use in National Parks and on Defense Installations.* Each operator and passenger occupying any seating position of a motor vehicle in a national park area or on a Defense installation, whose seat is equipped with a seat belt or child restraint system, shall have the seat belt or child restraint system properly fastened, as required by law, at all times when the vehicle is in motion.

32 CFR 634.25 (c) (2)

Restraint systems. (i) Restraint systems (seat belts) will be worn by all operators and passengers of U.S. Government vehicles on or off the installation. (ii) Restraint systems will be worn by all civilian personnel (family members, guests, and visitors) driving or riding in a POV on the installation. (iii) Restraint systems will be worn by all military service members and Reserve Component members on active Federal service driving or riding in a POV whether on or off the installation. (iv) Infant/child restraint devices (car seats) will be required in POVs for children 4 years old or under and not exceeding 45 pounds in weight. 2(v) Restraint systems are required only in vehicles manufactured after model year 1966.

DoDI 6055.04

6. VEHICLE OPERATIONS

a. Occupant Protection (HSPG NUMBER 20)

(1) Safety Belts. Ensure that:

(a) All personnel within the scope of this Instruction, whether operating or riding in motor vehicles equipped with approved occupant restraint devices (lap and shoulder belts), wear these devices at all times in accordance with Executive Order 13043 (Reference (v)).

(b) The vehicle operator informs passengers of the safety belt requirement.

1. The senior ranking occupant shall ensure enforcement. For civilian employees, if the senior occupant cannot be ascertained, the driver is responsible for enforcement.

2. This requirement does not apply to passengers riding in buses not equipped with safety belts. This requirement does not mandate that vehicles manufactured prior to 1963 be retrofitted with safety belts.

(2) **Child Safety Seats.** Ensure that child safety seats are used in motor vehicles consistent with applicable State and local child safety seat laws or host-nation

requirements. If there is no applicable requirement, the installation traffic safety program shall specify age, weight, or other criteria for child safety seat use.

(3) Vehicles Without Fixed Seats. To the extent possible, transport personnel in passenger vehicles such as sedans, station wagons, or buses. With the exception of tactical operations, do not transport personnel without fixed seats. When transported in tactical vehicles, each passenger must remain seated wholly in the body of the vehicle.

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4-2. Installation traffic codes

(2) Restraint systems.

(a) Restraint systems (seat belts) will be worn by all operators and passengers of U.S. Government vehicles on or off the installation.

(b) Restraint systems will be worn by all civilian personnel (family members, guests, and visitors) driving or riding in a POV on the installation.

(c) Restraint systems will be worn by all military Service members and Reserve Component members on active Federal Service driving or riding in a POV whether on or off the installation.

(d) Infant/child restraint devices (car seats) will be required in POVs for children 4 years old or under and not exceeding 45 pounds in weight.

(e) Restraint systems are required only in vehicles manufactured after model year 1966.

Planning

Fort Eustis is uniquely setup to have controlled entry and exit boundaries. Due to matters of security all vehicles entering the military installation must pass through a police officer manned entry control point and are subject to vehicle inspections and identification checks of all passengers in the vehicles entering into one of two entry gates. With a proactive approach to the police officer manned entry control points and public education many efforts are made to keep the public safe and enforce laws and regulations.

The department has 3 officers assigned to the TCI during 2015. These officers were each authorized to participate in the Click-It or Ticket campaign for the first time in 2015. TCI and the traffic analyst uses continual planning and assessments that targets occupant protection usage. The plan is modified as needed depending on the results of collision and seatbelt usage statistics that are gathered monthly. The plan includes training for each officer in the department during roll-call throughout the year, safety compliance inspections, checkpoints, targeted enforcement, and community/public education events.

Based on the national safety programs TCI conducted occupant protection surveys to assess target areas, times, and repeat offenders. Additionally based on data and survey's, target areas and times where identified as Washington Blvd and Monroe Ave which are the entry and exit

points of the installation during our peak flow traffic hours of 0500am-0900am, 1100am-1300pm, and 1530pm-1700pm.

In 2015, the Police Department participated in the Click It or Ticket campaigns in May. Pre and Post seat belt usage surveys were completed for each campaign at the same location. During each survey a TCI officer was detailed to observed 100 vehicles and note whether the driver/occupant was wearing their seat belt. In May 2015, our Pre seat belt survey showed 95% were in compliance. The Post seat belt survey showed 98% were in compliance. The Commonwealth of Virginia seatbelt usage rate for 2015 was 80.3%.

During 2015 FEPD was required to change its records management system to a new and untested system. As a results very important data pertaining to the number of law enforcement contacts was lost. However a separate CAD system is being purchased and implemented in 2016 to correct this issue and aid increased traffic analysis.

Training

The Fort Eustis Police has nine officers that were trained in occupant protection as collision investigators and two officers trained in child safety seat protection. Each year all officers receive annual in-service training that includes traffic enforcement and specifically occupant protection. In addition to annual training that is received by all officers, regular and consistent training is provided to officers by way of roll-call training that is conducted every day. Unfortunately due to manpower shortages, growing mission requirements, and limited funding has greatly limited the amount of advanced training for the department.

Public Information and Education

The Fort Eustis Police have taken a multi-pronged approach to occupant protection education to the public and community. Prior to entering any of the entry control points there are permanently fixed signs indicating the use of seat belts are required. The Fort Eustis Police have also collaborated with the installation public affairs office, installation safety office, military units and other organizations on the installation to host and/or participate in safety education events and days where we educate them on safety topics to include occupant protection, child seats, and laws that they may not be aware of. Additionally the Fort Eustis Police send out occasional safety emails to everyone that has a government email address on Fort Eustis. Lastly, the Fort Eustis police officers that man the entry control points do an amazing job of educating and informing the public of issues and getting them corrected to prevent future occurrences and issues.

Enforcement

Fort Eustis maintains a 100% education, prevention, and enforcement program as it relates to occupant protection. As previously mentioned, Fort Eustis is uniquely setup to have controlled entry and exit boundaries. Due to matters of security all vehicles entering the military installation

must pass through a police officer manned entry control point and are subject to vehicle inspections and identification checks of all passengers in the vehicles entering into one of two entry gates. Over the years officers are able identify individuals that are violating seat belt and occupant protection laws before they are able to officially enter the boundaries of Fort Eustis. Unfortunately, but as a process of education and prevention, officers from time to time issue citations for seat belt and/or occupant protection violations requiring a fine or appearance in federal court or military justice from military command.

FEPD is a federal law enforcement agency and is not allowed receive any grant funds for any means, and because of this the agency is not allow use of overtime for this purpose as compared to agencies that are eligible to receive them. However, TCI hours typically range from 0500-1700 Monday to Friday which are our peak time, and flex hours/days to target data supported issues. In addition all uniformed patrol officers to include the static officer at the gate are charged with the enforcing occupant restraint violations. Additional focus on these violations increased during the national campaign Click It or Ticket. Traffic officers organized 18 team details directly targeting seat belt violations in 2015.

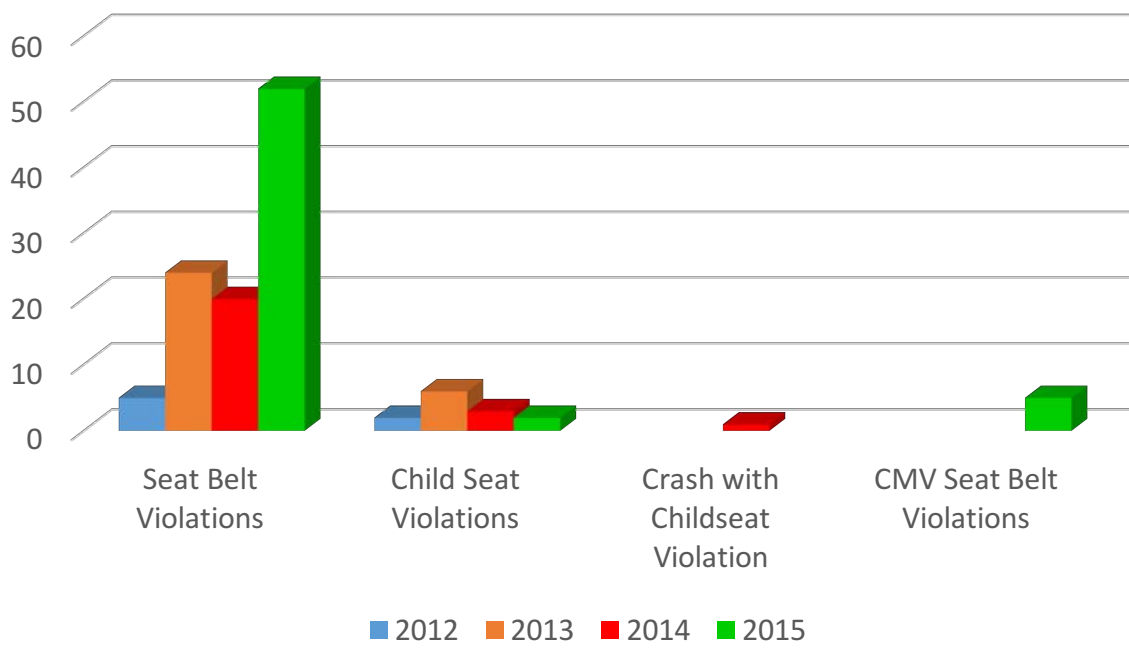
| | |
|---------------------------------------|----|
| 2015 Seatbelt Citations | 57 |
| 2015 Target Area Seatbelt Citations | 41 |
| 2015 Target Time Seatbelt Citations | 41 |
| 2015 Night Time Seatbelt Citations | 0 |
| 2015 Child Seat Citations | 2 |
| 2015 Target Area Child Seat Citations | 2 |
| 2015 Target Time Child Seat Citations | 2 |
| 2015 Night Time Child Seat Citations | 0 |
| 2015 CMV Seatbelt Citations | 5 |

Outcomes

Due to strong efforts in planning and enforcement actions 57 violations to include commercial motor vehicles were issued during TCI's details in 2015 which in an increase from 24 violations in 2014 which is 145% increase between the two years. Seatbelt enforcement action were also conducted a night in various patterns and were data trends indicted issues.

Fortunately for the Fort Eustis Police we have a very low occurrence of seat belt and occupant protection violations over the years including during years of recent increase to the installation daily and transient population, and as a result of our efforts to educate and inform the public/community, and the presence and deterrence from police officers as they man our entry control points 24 hours, every day of the year to include during all hazardous weather conditions.

Yearly Seat Belt Violations



Speed Awareness

Problem Identification

The Fort Eustis Police Department (FEPD) is committed to and concerned about speed awareness which is a priority for each and every vehicle entering Fort Eustis. Speeding is an ever growing concern around the nation as there are more vehicles on today's roadways. In 2015, Virginia had 323 fatalities and 14,052 injuries stemming from 25,256 speed related crashes, and the immediate local jurisdiction had nine fatalities and 322 injuries stemming from the 545 speed related crashes.

During the past few years Fort Eustis has been affected by the Federal Joint Base Commission. Fort Eustis was combined with Langley Air Force Base which has about 20 miles of distance between the two installations. Due to the joint basing Fort Eustis was specifically effected by a large daily and transient population from a major US Army Command Element called the US Army Training and Doctrine Command (TRADOC) and the existing but growing current tenant army units on the installation.

With the increasing population and transient population for short and long term business on Fort Eustis due to our installation setup and 2 entry control points we have large amounts of vehicle traffic during peak hours that have been identified and enforced by the three member Traffic Enforcement and Collision Investigations Unit (TCI). As a result of physical fitness (PT) hours, regular working hours, residents, and special events we have a steady flow of traffic from organizations and military units which creates traffic back-ups, delays, and crashes. We realize that a lot of drivers are focused on other things rather than their driving and speed while traveling from place to place, and may not realize their speed has a direct impact on them and the community. The highest posted speed limit on the installation is 35 mph with approximately 8,300 acres and 77 miles of paved road surface with about approximately 25,000+ vehicles entering Fort Eustis on a daily basis and supporting a population of approximately 71,193.

The FEPD targets our enforcement based on our data of traffic studies, speeding violations, and vehicle crashes, as well as an online based survey system called Interactive Customer Evaluation (ICE). The department has a dedicated three member Traffic Enforcement and Collision Investigations Unit (TCI) with full self-autonomy to help in identifying problems related to occupant protection, and target those issues. In addition two TCI members serve as the department's subject matter experts/speed measurement instructors, and one officer serves as the newly developed military base/departments traffic safety analyst. TCI as a standard also increases speed enforcement saturation patrols for visibility and prevention of know past increases of offenses.

The FEPD TCI conducts road and speed surveys at a variety of location throughout the installation using traffic data collector and a speed measurement data collector. These surveys are used for identifying any trending problems and assessing results. The traffic analyst also conducts analysis of collisions with speeding factors as another means of problem identification. An analysis of total collisions with speed is done each month.

The ultimate goal of the department is to reduce the total number of collisions in a hope to eliminate injuries, and providing a realistic plan of action to achieve our ultimate goal.

Additionally TCI receives numerous reports of speeders in residential, business, and training areas from community members concerned about safety to the community. From these reports, TCI uses different tools to collect data on the area reported in order to effectively impact the community in a positive manner.

With the recent federal fiscal budget crisis the traffic unit was greatly impacted as a result of lack of funding to have the speed measurement equipment calibrated every 6 months as required per Virginia State Code and long turnaround times for device calibration, so we developed a new plan and new vendor that comes to us to do on site calibrations which is drastically cheaper and eliminates equipment down from one-three months to one-two hours.

Policy

Fort Eustis uses and maintains application of the Department of Defense Joint Services Policy in regards to Traffic Safety Supervision which includes speed enforcement and awareness.

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Traffic Law Enforcement

4-3. Traffic law enforcement principles

a. Traffic law enforcement should motivate drivers to operate vehicles safely within traffic laws and regulations and maintain an effective and efficient flow of traffic. Effective enforcement should emphasize voluntary compliance by drivers and can be achieved by the following actions:

- (1) Publishing a realistic traffic code well known by all personnel.
- (2) Adopting standard signs, markings, and signals in accordance with NHSPS and the Manual on Uniform Traffic Control Devices for Streets and Highways.
- (3) Ensuring enforcement personnel establish courteous, personal contact with drivers and act promptly when driving behavior is improper or a defective vehicle is observed in operation.
- (4) Maintaining an aggressive program to detect and apprehend persons who drive while privileges are suspended or revoked.
- (5) Using sound discretion and judgment in deciding when to apprehend, issue citations, or warn the offender.

b. Selective enforcement will be used when practical. Selective enforcement deters traffic violations and reduces accidents by the presence or suggested presence of law enforcement personnel at places where violations, congestion, or accidents frequently occur. Selective enforcement applies proper enforcement measures to traffic congestion and focuses on selected time periods, conditions, and violations that cause accidents. Law enforcement personnel use

selective enforcement because that practice is the most effective use of resources.

4-4. Speed-measuring devices

Speed-measuring devices will be used in traffic control studies and enforcement programs. Signs may be posted to indicate speed-measuring devices are being used.

- a. Equipment purchases. Installations will ensure operators attend an appropriate training program for the equipment in use.
- b. Training and certification standards.
 - (1) The commander of each installation using traffic radar will ensure that personnel selected as operators of such devices meet training and certification requirements prescribed by the State (or SOFA) in which the installation is located. Specific information on course dates, costs, and prerequisites for attending may be obtained by contacting the State agency responsible for police traffic radar training.
 - (2) Installation commanders located in States or overseas areas where no formal training program exists, or where the military personnel are unable or ineligible to participate in police traffic radar training programs, may implement their own training program or use a selected civilian institution or manufacturer's course.
 - (3) The objective of the civilian or manufacturer-sponsored course is to improve the effectiveness of speed enforcement through the proper and efficient use of speed-measurement radar. On successful completion, the course graduate must be able to—
 - (a) Describe the association between excessive speed and accidents, deaths, and injuries, and describe the traffic safety benefits of effective speed control.
 - (b) Describe the basic principles of radar speed measurement.
 - (c) Identify and describe the Service's policy and procedures affecting radar speed measurement and speed enforcement.
 - (d) Identify the specific radar instrument used and describe the instrument's major components and functions.
 - (e) Demonstrate basic skills in checking calibration and operating the specific radar instrument.
 - (f) Demonstrate basic skills in preparing and presenting records and courtroom testimony relating to radar speed measurement and enforcement.
- c. Recertification. Recertification of operators will occur every 3 years, or as prescribed by State law.

Planning

The FEPD's TCI annually set goals and objectives to address identified traffic safety issues to help focus efforts and to reduce and/or eliminate problems. The plan encompasses the general reduction of crashes and related traffic safety issues in conjunction with enforcement and education to target specific dates, time, and locations from data analysis. This plan is reviewed Bi-annually for full plan additions and/or changes, which is based on the traffic analysis performed monthly by the TCI traffic analyst. Minor plan changes are often made also based on the monthly traffic analysis for unexpected issues and or trends.

With a proactive approach the police officer and TCI speed enforcement, and public education many efforts are made to keep the public safe and enforce laws and regulations.

TCI in conjunction with routine patrol and static officers were approved in 2015 to participate in all national from NHSTA and Virginia traffic safety programs/initiatives which target periods based on the likelihood of increased speeding. TCI leads and schedules all of the programs. In addition to traffic safety programs/initiatives and saturation patrols conducted by TCI, the installation commander mandates department participation in random dates and times at the commanders choosing for safety compliance inspection/checkpoints in conjunction with increased random anti-terrorism measure checks to target speeding and other safety issues on the installation.

Based on the national safety programs TCI conducted occupant protection surveys to assess target areas, times, and repeat offenders. Additionally based on data and survey's, target areas and times were identified as Washington Blvd which is the main artery of the installation during our peak flow traffic hours of 0500am-0900am, 1100am-1300pm, and 1530pm-1700pm.

During 2015 FEPD was required to change its records management system to a new and untested system. As a result very important data pertaining to the number of law enforcement contacts was lost. However a separate CAD system is being purchased and implemented in 2016 to correct this issue and aid increased traffic analysis.

Training

The Fort Eustis Police was able to have one member of TCI become a certified state speed measurement device instructor to be able to conduct in-house training for additional officer's advanced training. Fort Eustis Police and TCI was able to train 32 officers out of the department's 87 sworn personnel in a 40 hour block of instruction which included training for Radar and Lidar, as well as hands on practical training/experience along with a mock court/citation writing experience. This course was designed by the instructor to meet the unique needs of Fort Eustis Police and be practical and viable for the most experienced to the least experienced officer. In 2015 100% of officers received roll-call training in regards to speed measurement enforcement, but due to budget and manpower issue we were unable to conduct a certification course this year. Additionally the instructor helps educate and serves as a subject matter expert to the Assistant Special US Attorney handling our cases in US District Court. Each year all officers receive annual in-service training that includes traffic enforcement and specifically speed enforcement regardless of certification status. In addition to annual training that is received by all officers, regular and consistent training is provided to officers by way of an annually planned roll-call training schedule that is conducted every day with periodic training in speed enforcement/awareness.

Public Information and Education

The Fort Eustis Police have taken a multi-pronged approach to impairment awareness education to the public and community. The Fort Eustis Police have collaborated with the military units and other organizations to include the Public Affairs Office and Safety office on the installation to host and/or participated in over 50 safety education days and events where we educate them on impaired driving and underage drinking topics and laws that they may not be aware of. Additionally the Fort Eustis Police send out occasional safety email everyone that has a government email address on Fort Eustis. TCI has also joined the Hampton Roads of Virginia Drive Safe organization to partner with the local communities, businesses, and agencies to help support the region, as the region is primarily made up of military installations and family. This partnership also allows us to support and better interact with our community outside of the installation boundaries. Lastly the Fort Eustis Police and TCI does an amazing job using a strong visual presence to help in educating and informing the public of issues and getting them to correct and prevent future occurrences and issues by unmarked/marked patrol vehicles along with the police officer manned entry control points.

Enforcement

Fort Eustis maintains a 100% effort to educate, prevent, and enforcement program as it relates to speed awareness on Fort Eustis. The Fort Eustis Police TCI uses technology such as radar speed display trailers, traffic survey boxes, and radar traffic survey boxes to help assist with enforcement efforts to target problem areas. Unfortunately, but as a process of education and prevention, officers from time to time issue citations for speeding violations requiring a fine or appearance in federal court or military justice from military command.

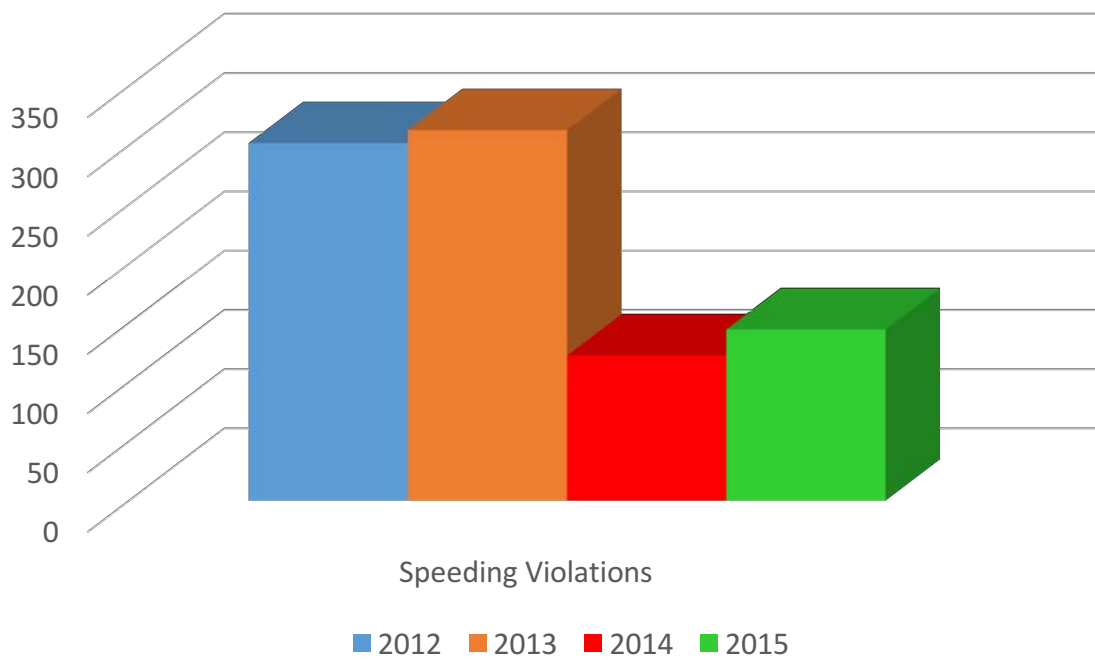
The FEPD has 3 overlapping patrol/static law enforcement shifts (Days, Swing, and Mids) in addition to TCI. TCI has full autonomy to adjust their regular scheduled duty hours of 0600-1700 Monday to Friday during the identified peak times for traffic enforcement and collision investigations

| | |
|-------------------------------------|-----|
| 2015 Speeding Citations | 145 |
| 2015 Target Area Speeding Citations | 105 |
| 2015 Target Time Speeding Citations | 97 |
| 2015 Speeding Contacts | N/A |
| Automated Speed Enforcement | N/A |

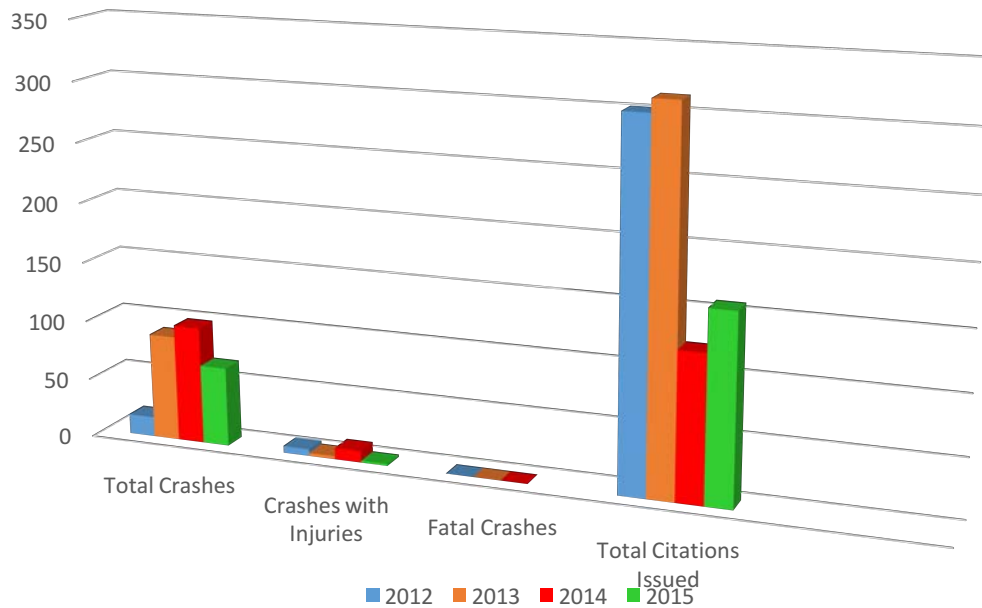
Outcomes

In the past years we have noticed the percentages of crashes change in relation to speed enforcement efforts, with an increase in enforcement but a strong decrease in crashes. The Traffic Enforcement and Collision Investigations Unit investigated 82 crashes with two of those that were injury related, and 145 speeding citations issued in 2015.

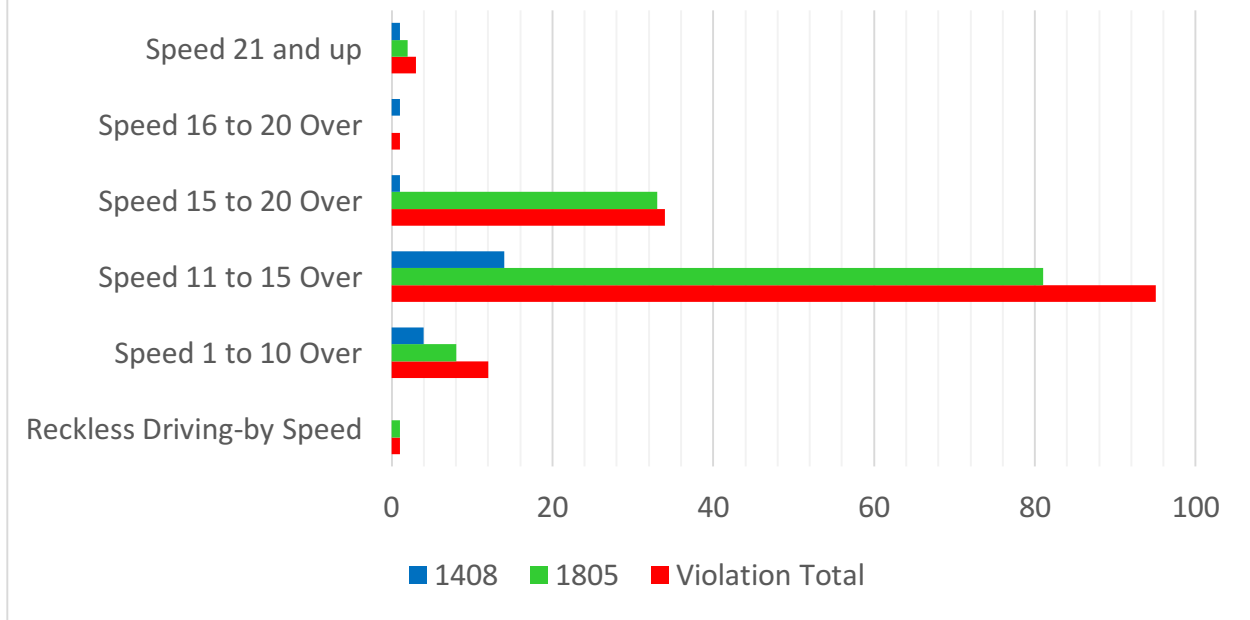
Yearly Speeding Violations



Speed Vs Crashes



2015 Traffic Speeding Citations



Fort Eustis Police and TCI have come up with a new process for calibrating the speed measurement devices which now includes a new on-site calibration mobile lab that comes every 6 months which reduced device turnaround time by 100% and cost by as much as 45% per device calibrated. TCI has been very proactive in regaining safety stands after the budget crisis end and devices were up and running.

Commercial Motor Vehicle Safety

Problem Identification

During the past few years the Fort Eustis Police has noticed a large amount of commercial vehicle traffic entering and exiting. All commercial traffic must enter the Fort Eustis main entry control point through our truck inspection area. All commercial vehicles are inspected for anti-terrorism measures and not for safety issues and violations. TCI began to notice that almost all commercial vehicles went unchecked by police officers due to size and lack of training. But police would notice safety violations on commercial vehicles and were unsure and did not act. With the amount of construction and government related transports from military service member's household goods to government equipment where the government would have a vested interest.

The Fort Eustis Police Department is committed to the reduction of injuries and personal/government property damage that result from vehicle crashes on Fort Eustis. The Fort Eustis Police Department is pleased to report a 0% of impaired driving related crashes in 2015.

The Fort Eustis Police Department targets our enforcement based on our data of past arrest for impaired driving and vehicle crashes, as well as an online based survey system called Interactive Customer Evaluation (ICE). The department has a dedicated three member Traffic Enforcement and Collision Investigations Unit (TCI) with full self-autonomy to help in identifying problems related to impaired driving, and target those issues. In addition two TCI members serve as the department's subject matter experts and drug/alcohol program coordinators, and one officer serves as the newly developed military base/departments traffic safety analyst. In addition to TCI, police officers assigned to the main gate entrance to the installation help intercept impaired drivers prior to fully gaining access to the rest of the base and resident community. TCI as a standard also increases DUI saturation patrols for a minimum of two week before and after major military unit pre-deployment and post-deployment periods for visibility and prevention of know past increases of alcohol related crimes and offenses.

Safety Campaigns

In 2015, TCI was authorized to participate in traffic safety campaigns from NSHTA, US DOT, and CVSA in addition to the safety compliance inspections and saturation patrols that were already taking place. TCI utilizes the installation level public affairs office and safety office to release information to the public regarding awareness and safety tips.

Traffic Safety Groups

TCI also directly sits on a Fort Eustis Traffic Safety Working Group chaired by the Joint Base Langley-Eustis Installation Commander along with working level stake holders to help address traffic safety issues as a direct report to the highest level command stake holder organization subject matter experts. The work group combines the Police Department, Fire Department,

Engineering, joint-installation public affairs office, and joint-installation safety office. TCI is also a member of the Hampton Roads of Virginia Drive Safe Organization Motor Carrier Groups and participates in regional checkpoint. TCI has also develop a working Task Force for motor carrier enforcement with the Virginia State Police, Virginia Department of Motor Vehicle, and Newport News Police Department.

Data Review

TCI conducts a Bi-Weekly analysis of traffic data relating to crashes and vehicle violations for trends and contributing factors. From the analysis TCI will adjust work hours for enforcement efforts by way of CMV saturation patrols and/or task force enforcements with unmarked and marked vehicles.

Policy

Fort Eustis TCI developed a policy for inspecting commercial vehicles in compliance with all federal regulations and laws regarding commercial motor vehicle safety and enforcement.

733d Security Forces Squadron Operating Instruction (MCSAP)

PURPOSE

Establish guidelines for implementing the Motor Carrier Safety Assistance Program (MCSAP) as described in 49 CFR Federal Motor Carrier Safety Regulations, Hazardous Materials Regulations, and Commercial Vehicle Safety Alliance (CVSA).

I. POLICY

Only personnel trained to enforce the Federal Motor Carrier Safety Regulations (FMCSR), Hazardous Material Regulations (HMR), and Commercial Vehicle Safety Alliance (CVSA) shall be responsible to enforce these regulations, through authorized motor carrier safety inspections following the programs federal guidelines.

II. PROCEDURE

A. This instruction outlines the procedures for this program to include supervising, scheduling, administrating, and conducting inspections and enforcing the FMCSR, HMR, and CVSA, in compliance with federal and state standards.

B. MCSAP is administered by the Traffic Collision Investigation Unit (TCI).

C. TCI shall be responsible for training of all personnel involved in MCSAP related activities. Such training shall be coordinated with the Training Unit.

D. All equipment required to complete MCSAP activities shall be accounted for by the TCI.

E. CVEO's uniform shall include but are not limited to:

1. DAFCP Utility and/or coverall; Army Military Police ACU and/or coverall. Due to Inspection conditions and environment.
2. M9 pistol with paddle holster and/or drop leg holster only due to limited movement and Inspection conditions.

F. MCSAP data functions shall be administered by the TCI; in conjunction with the Department of Transportation (DOT), Federal Motor Carrier Safety Administration (FMCSA), and Commercial Vehicle Safety Alliance (CVSA).

DUTIES

Establish guidelines for personnel assigned to the Motor Carrier Safety Assistance Program (MCSAP)

I. POLICY

Personnel assigned to MCSAP shall enforce all provisions of the Virginia State Code, Commercial Vehicle Safety Alliance (CVSA), and all federal rules and regulations pertaining to the operation of commercial motor vehicles; in addition, to obtaining and maintaining all required federal certifications.

II. PROCEDURE

A. Personnel.

1. Commercial Vehicle Enforcement Officers (CVEO) are charged with specific duties of technical enforcement and investigations relevant to commercial motor vehicle safety, state school bus inspections, and hazardous materials compliance.

2. The Traffic Collision Investigation Unit (TCI) shall be responsible for the administration of the motor carrier enforcement function with the assistance of designated police and civilian staff personnel.

B. Duties and responsibilities.

1. Commercial Vehicle Enforcement Officers.

a. CVEO's shall be required to successfully complete training with the National Training Center; and when required, in Federal Motor Carrier Safety Regulations, Hazardous Materials Regulations, Commercial Vehicle Safety Alliance, and compliance reviews.

b. CVEO's duties shall include but are not limited to:

1. Perform commercial vehicle traffic enforcement and inspection duties.

2. Investigating complaints related to interstate and/or intrastate For-hire carriers;
3. Conducting selected training programs for enforcement personnel;
4. Compliance reviews of intrastate and interstate carriers;
5. Coordinate or assist with the Department's annual, semi-annual, and spot Government Vehicle Inspections;
6. Assisting in Commercial motor vehicle post-collision inspection and investigations;
7. Fulfilling the normal duties as required of an Traffic Enforcement and Collision Investigator; and
8. All other duties as required by TCI.

Commercial Motor Vehicle Collisions – Safety Inspections And Investigations

Establish guidelines for personnel to conduct post-collision Motor Carrier Safety Assistance Program (MCSAP) inspections and investigations.

I. POLICY

Certified MCSAP personnel shall be responsible for completing post-collision MCSAP safety inspections and in-depth safety investigations when a CMV is involved in a traffic collision as specified in this procedure.

II. DEFINITIONS

A. Commercial Motor Vehicle (CMV) – Any self-propelled or towed vehicle used on public highways in interstate or intrastate commerce to transport passengers or property when:

1. The Gross vehicle weight rating (GVWR) or combination (CGVWR) is 10,001 pounds or more or the actual GVWR or CGVWR is over 10,000 pounds; or

2. The vehicle is designed to transport more than (eight) 8 passengers, including the driver; or

3. The vehicle is used in transportation of hazardous materials in a type or quantity requiring placarding under the Hazardous Material Transportation Act (49 USC APP 1801-1813).

B. Collision – For the purpose of this procedure, a collision is a harmful occurrence involving the use or operation of a CMV on a traffic way involving property damage, personal injury, or death.

C. Release of hazardous material – Hazardous material that has been released from a shipping container or package intended for delivery, while being transported by a CMV. However, it does not include material being carried and/or used as a fuel for the transporting vehicle(s).

D. Post-collision investigation – Complete in-depth study of the commercial driver, vehicle, and responsible company operations that may have contributed to the cause of a collision including, but not limited to:

1. Basic reconstruction of the incident;
2. Driver and vehicle inspection;
3. Complete inventory of a driver and passenger compartment, including sleeper berth; and
4. Analysis for drug and/or alcohol consumption.

E. Post-collision inspection – Basic North American Standard Driver/Vehicle (Level 1/3) Inspection of any commercial vehicle and/or driver involved in a collision.

F. Qualified police personnel – An employee who has successfully completed the Federal Motor Carrier Safety Regulations (FMCSR)/Hazardous Material Training Course and who is currently certified to conduct MCSAP inspections.

III. PROCEDURE

A. TCI may require a post-collision MCSAP safety inspection or post-collision investigation be conducted on any investigated collision or incident involving a commercial motor vehicle.

B. Post-collision/incident inspections shall be conducted when requested by 733d SFS personnel. Requests from outside agencies shall be considered on an individual basis in priority manner.

C. Post-collision investigations shall be completed only by qualified police personnel, following Department and FMCSR guidelines, when a CMV is involved in a collision or incident resulting in:

1. The death of any person; or
2. Serious injuries, occurring to one or more persons as a direct result of the collision or incident.
3. Property Damage as a direct result of the collision or incident involving a CMV.

D. Post-collision investigations may also be conducted in conjunction with, or in addition to, a post-collision inspection or when one of the following criteria has been established:

1. A compliance review audit is deemed necessary;
2. Documents or other pertinent items are confiscated relative to prosecution;
3. The driver of a CMV has been arrested for driving while under the influence or possession of alcohol or a controlled substance, as described in Appendix D of the Federal Motor Carrier Safety Regulations, Part 392.4 or 392.5. Or
4. at the discretion of the 733d SFS Command, Shift Supervisor, and/or TCI.

E. Post-collision/incident inspections may be conducted by any qualified police or civilian personnel, following Department and/or FMCSR guidelines, when:

1. The circumstances of a collision involving a CMV are questionable;
2. A large amount of property is damaged due to CMV involvement; or
3. in conjunction with an in-depth post-collision investigation, as required in Paragraph C above.

F. The inspection levels required for a CMV involved collision or incident:

1. When a minor collision occurs, which appears to be driver related only, a Level III inspection may be conducted by a certified inspector; or
2. A complete Level I inspection may be conducted at the enforcement officer's discretion.

G. Any investigative reports, field notes, or case reports directly associated with post-collision investigations may be released to the public only in accordance with Department regulations.

H. A CMV collision; involving, either a fatal or personal injury and/or a hazardous material; shall notify the Law Enforcement Desk immediately. TCI shall document the notification and notify the FMCSA.

FIELD EVALUATION/CERTIFICATION PROGRAM

Establish guidelines for Federal Motor Carrier Safety Administration (FMCSA), Commercial Vehicle Safety Alliance (CVSA) inspections and audits; and guidelines for field evaluations, certification and recertification of Department personnel trained to conduct North American Standard Driver/Vehicle Inspections (NASD/VI).

I. POLICY

The Traffic Collision Investigation Unit (TCI) shall be responsible for the certification and recertification of applicable persons. Certified personnel shall meet the required guidelines to retain certification; properly submit all paperwork as described by TCI; attend in-service training when directed; and successfully complete all recertification as required.

II. PROCEDURE

A. Certification.

1. Commercial Vehicle Enforcement Officers (CVEO) must successfully complete the appropriate Department and Federal Motor Carrier Safety Administration (FMCSA) sponsored training before being eligible to enforce Federal Motor Carrier Safety Regulations (FMCSR), Hazardous Material (H/M) Regulations, H/M Cargo Tank Regulations, Passenger Vehicle Inspection Regulations, Compliance Review Regulations, or New Entrant Safety Review Regulations.

2. All certifications shall remain valid as long as participating personnel complete the CVSA annual requirements to maintain certification.

3. TCI personnel shall determine if annual in-service training is required for all CVSA certified personnel. If in-service training is necessary, attendance will be mandatory.

4. TCI shall maintain an annual record of every inspection and audit conducted by certified personnel. The TCI SAFETYNET Coordinator shall notify any personnel not meeting the FMCSA and/or CVSA requirements. Upon notification, the TCI shall suspend the enforcement officers or authority to perform any new inspections or audits, of the type-where the FMCSA and/or CVSA certification was not maintained.

B. Recertification.

1. Personnel failing to maintain certification of any inspection or audit program will be required to complete FMCSA/CVSA recertification guidelines to successfully gain recertification.

2. Certified personnel failing to maintain FMCSA/CVSA certification shall submit a memorandum, through channels, to TCI explaining why the certification was lost and requesting to be considered for recertification.

3. The TCI shall consider and then approve or deny the recertification request.

4. The employee shall be notified of TCI's decision, and if acceptable, provided the necessary testing and/or training needed for recertification.

C. Reporting.

1. The Department of Transportation's (DOT), Federal Motor Carrier Safety Administration (FMCSA) reporting system (ASPEN) shall be used for creation, submission, and storage of all Motor Carrier Safety Assistance Program (MCSAP) reports, and uploaded to FMCSA (Richmond, VA). Copies of all reports shall also be filed with the 733d Security Forces Squadron Records Section.

2. TCI may suspend an enforcement officer's authority to conduct inspection/audit activities and/or their eligibility to work MCSAP. If an enforcement officer's authority/eligibility is suspended, the TCI shall submit a report to the employee's immediate supervisor for notification.

Planning

Fort Eustis is uniquely setup to have controlled entry and exit boundaries. Due to matters of security all vehicles entering the military installation must pass through a police officer manned entry control point and are subject to vehicle inspections and identification checks of all passengers in the vehicles entering into one of two entry gates. With a proactive approach to the police officer manned entry control points, proactive TCI commercial vehicle enforcement, and public education many efforts are made to keep the public safe and enforce laws and regulations.

Training

The Fort Eustis Police TCI hosted the US DOT North American Standard Part A and B training at Fort Eustis while making it available to other local and state agencies to attend. Fort Eustis has two TCI officer that has attended and been certified to conduct US DOT safety inspections out of the department's 87 sworn personnel, and in 2015 both officers became certified to conduct size and weight enforcement. Fort Eustis is only one of two US DOD agencies conducting US DOT inspection. Additionally the inspector helps educate and serves as a subject matter expert to the Assistant Special US Attorney and federal Judges handling our case in US District Court. Regular and consistent training is provided to officers by way of an annually planned roll call training schedule that is conducted every day with periodic training in what to look for in commercial vehicle safety violations and who to contact to help correct issues

Public Information and Education

The Fort Eustis Police have taken a multi-pronged approach to speed awareness education to the public and community. The Fort Eustis Police have collaborated with the transportation companies, military units, and other organizations on the installation to host and/or participate in safety education days and events where we educate them on impaired driving topics and laws that they may not be aware of. The TCI officers assist in educating Assistant Special US Attorney and federal Judges handling our cases in US District Court. Lastly the Fort Eustis Police TCI do an amazing job using a strong visual presence to help in educating and informing the public of issues and getting them to correct and prevent future occurrences and issues by conducting safety inspections at the entry control points.

Enforcement

Fort Eustis TCI maintains 100% effort to educate, prevent, and enforce programs as it relates to commercial vehicle enforcement on Fort Eustis with only one inspector. Unfortunately but as a process of education and prevention, officers from time to time issue citations for speeding violations requiring a fine or appearance in federal court or military justice from military command.

TCI has also develop a working Task Force for motor carrier enforcement with the Virginia State Police, Virginia Department of Motor Vehicle, and Newport News Police Department.

Total Inspections: 35

Inspection level Breakdown:

| | Level 1 | Level 2 | Level 3 |
|---------------|----------------|----------------|----------------|
| Inspection | 24 | 9 | 2 |
| % of Total | 69% | 26% | 6% |
| Total Minutes | 1,111 | 284 | 187 |
| Avg Minutes | 46 | 32 | 94 |

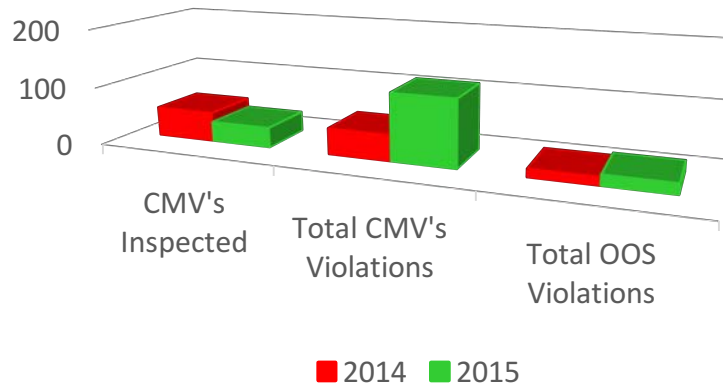
Inspection Analysis:

| | | | |
|-------------------------------|------|----------------------|-----|
| Total Violations: | 115 | % of OOS Drivers: | 16% |
| Avg Violation Per Inspection: | 3.29 | % of OOS Vehicles: | 24% |
| Total Citations Issued: | 14 | Total OOS Violation: | 31 |
| Drug Citation/Arrest: | 2 | Total OOS Driver: | 6 |
| Post Crash Inspection: | 2 | Total OOS Vehicles: | 12 |

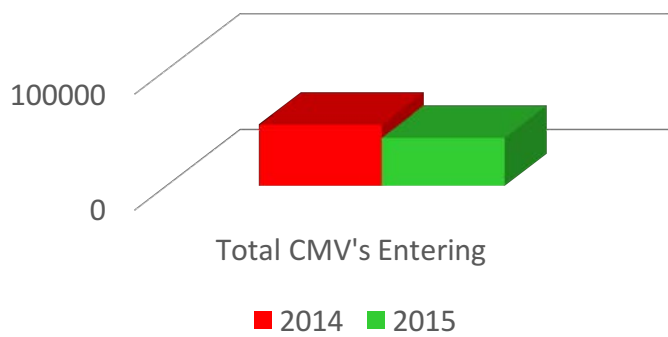
Outcomes

The Traffic Enforcement and Collision Investigations Unit investigated 82 crashes with two of those that were injury related, and no crashes related to commercial vehicles in 2015. In 2015, 35 commercial vehicle were inspected by the one TCI officer finding a total of 115 violations out of the 35 inspection, and 31 of those violations were out of service conditions of approximately 18000+ commercial vehicle entering Fort Eustis in 2015.

CMV Inspection Breakdown



CMV 's Entering Fort Eustis



2015 CMV Violations

