

# HIGHWAY SAFETY PLAN FY2010

COMMONWEALTH OF PUERTO RICO  
TRAFFIC SAFETY COMMISSION



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# INTRODUCTION

Puerto Rico’s highway safety program has had many successes since it began in 1972. Fatalities for the years from 2005 to 2008 have been the lowest for any five year period since traffic crash data has been collected with an average of 453.7 for the period. For FY2010, the PRTSC has its sights to keep breaking the 400 barrier in fatalities, as we did during FY 2008, with a total of 399 fatalities. Puerto Rico was awarded by the American Association of Motor Vehicles Administration (AAMVA) for the lowest Vehicle Miles Traveled (VMT) fatality rates for two consecutive years, 2007 and 2008.

Many factors have helped achieve these results. Puerto Rico was the first jurisdiction to pass a mandatory safety belt law in 1974. Puerto Rico’s law is a primary law that covers all seating positions and surveys showed a 90.5% usage rate for 2008. Participation in the National Mobilizations with aggressive enforcement, including the integration of municipal police, targeted public information and education, have been key in the success of the occupant restraint program. In 2007, legislation was approved requiring written and read testing for motorcycle license.

The PRTSC has worked aggressively to convince municipal police agencies to establish traffic patrols and has supported these efforts with funding for vehicles, equipment, training and overtime. Of the 78 municipalities, a total of 64 have Municipal Police traffic units established and have joined the Puerto Rico Police in the National crackdowns.

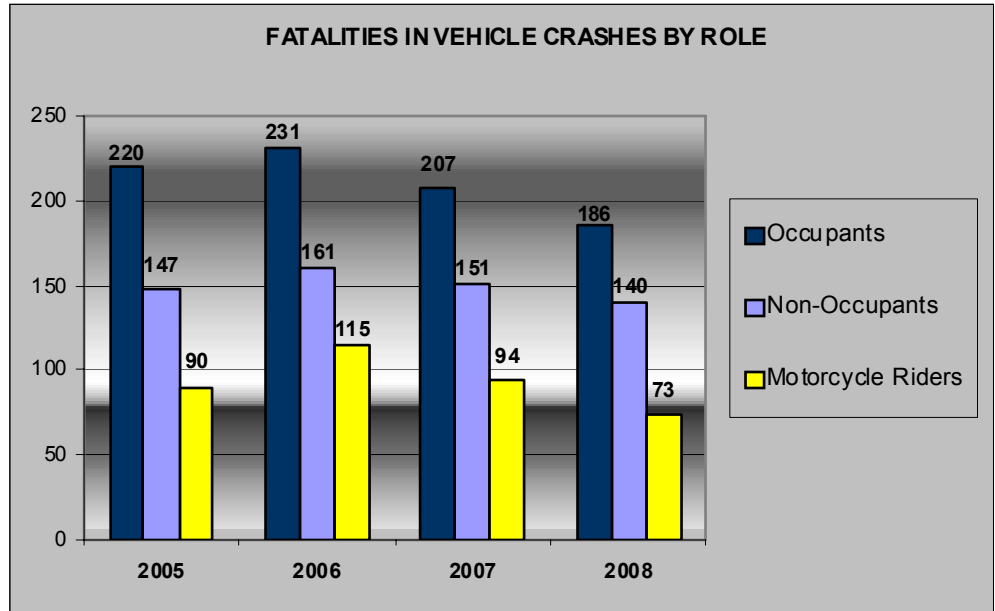
**TABLE I TRAFFIC CRASH TRENDS**

<b>INDICATORS</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>
Registered Vehicles	2,695,757	2,801,217	3,015,227	3,165,543	3,129,561
Licensed Drivers* <sup>[1]</sup>	2,041,460	2,050,350	2,045,120	2,078,841	2,017,055
Roadway Miles <sup>[2]</sup>	15,936	15,994	16,275	16,398	16,576
VMT • <sup>[3]</sup>	194.4	194.3	196.4	192.2	194.3
Total Crashes <sup>[4]</sup>	320,912	329,896	313,342	288,947	252,608
Total Injuries <sup>[5]</sup>	45,364	42,838	41,311	41,341	38,448
Fatal Crashes	466	438	482	430	379
Total Fatalities	495	457	507	452	399
Fatality Index	2.54	2.35	2.58	2.35	2.05

• Vehicle Miles Traveled per 100 million miles traveled. \* Active licensed drivers

<sup>[1]</sup> Data provided by Driver Services Directory. <sup>[2]</sup> Data provided by the Highway System Office <sup>[3]</sup> Data provided by the Highway System Office <sup>[4]</sup> Data provided by Police Department. <sup>[5]</sup> Data provided by Automobile Accident Compensation Administration (ACAA).

**FIGURE I**



DATA SOURCE: FARS 2005-2008

**TABLE II**

<b>MOTORISTS AND NONMOTORISTS KILLED IN TRAFFIC CRASHES</b>				
<b>Description</b>	<b>2007</b>	<b>2008</b>	<b>Change</b>	<b>% Change</b>
Total	452	399	-53	-13%
<b>Motorists killed</b>				
Passenger vehicles	207	186	-26	-14%
Passenger Cars	165	136	-29	-21%
Light Trucks	40	44	4	-5%
Large Trucks	2	6	4	-1%
Motorcycles	94	73	-21	-29%
<b>Nonmotorists killed</b>				
Pedestrians	144	127	-17	-13%
Pedacyclists	6	12	6	-2%
Other/Unknown	1	1	0	0%

Source: FARS 2007 - 2008

Participation in the National Crackdowns has helped lower the percentage of alcohol related fatalities to 41% although it continues to be slightly higher than the National average. To continue the integration of the municipal police in the enforcement efforts to reduce impaired driving and to increase Commonwealth Police efforts, the PRTSC has submitted a subsequent year Section 410 proposal. These additional funds will allow for increased training, equipment and overtime to carry out five crackdowns against impaired driving during 2010.

Puerto Rico has a .08 per se law, open container, and repeat offender law. Although there is a Zero Tolerance law, it applies only to under 18 since there is no Age 21 MDA law. Even when total pedestrian fatalities decreased in 2008 from 145 to 127, it only accounted for 32% of total fatalities (127 of 399), the lowest percentage in decades. Successful efforts in reducing speeds and DWI will help reduce these fatalities even more.

Motorcycle fatalities have increased from about 4% of all fatalities in 1997 to 20% in 2008. Initiatives began in 2005 to address this growing problem: two motorcycle safety summits have been held and recommendations from the summits have resulted among others, motorcycle safety law became effective on October 10, 2007 which key elements strengthen the roadway, licensing and protective gear requirements of the current primary helmet law. By July 2009, motorcycle fatalities were 18.8% of all fatalities showing a reduction in this area when compared to the same date last year.

## **MISSION STATEMENT**

The mission of the Puerto Rico Traffic Safety Commission (PRTSC) is to continuously reduce traffic-related fatalities and injuries. The mission is accomplished by developing and supporting a comprehensive, multi-strategy approach that includes enforcement, deterrence, prevention, media and education, training, legislation and regulation, and data management and analysis.

## **EXECUTIVE SUMMARY**

The Puerto Rico Traffic Safety Commission (PRTSC) has primary responsibility for managing programs designed to reduce traffic-related death and injuries the PRTSC partners with the National Highway Transportation and Safety Administration (NHTSA) to develop and fund island-wide projects that will have the greatest impact on saving lives and reducing injuries due to traffic crashes. Our goal is to reduce the number of traffic-related crashes, fatalities and serious injuries in Puerto Rico.

***A summary of the programs to be funded, in order to address the problems identified, are as follows:***

### ***IMPAIRED DRIVING***

Alcohol related fatalities continue to be among the highest in the Nation, mainly involving young drivers. Passage of an Age 21 law will continue to be promoted. Special DWI Units will continue in each of the 13 Commonwealth Police Areas and new traffic units will be established in selected municipal police. A Special Prosecutors Unit will be strengthened to better identify recidivists in coordination with the data bank included in the Intoxilyzer 5000EN units used by the police and an aggressive PI&E campaign will attempt to reach all sectors involved in this problem. Five impaired driving crackdowns will be conducted during 2009-2010.

### *YOUTH ALCOHOL*

To complement the enforcement, PI&E and other efforts included in the Impaired Driving area. It is expected that increasing awareness of the dangers of DWI among youth will provide political and public permission for needed legislation and stricter enforcement.

### *POLICE TRAFFIC SERVICES*

Strengthening police enforcement of traffic laws is necessary to reduce DWI, seatbelt use, and other infractions such as speeding; which is a factor in 50% of fatal crashes in Puerto Rico. Enforcement strategies such as “wolf packs”, saturation patrols, overtime patrols and checkpoints will be continued. Municipal and Commonwealth Police will be trained, equipment purchased, overtime funded and a PI&E campaign will complement these efforts.

### *PLANNING AND ADMINISTRATION*

By law, the Puerto Rico Traffic Safety Commission is the agency responsible for coordinating traffic safety programs and for administering Federal and Commonwealth funds assigned for this purpose. This area is responsible for the execution and evaluation of the HSP tasks.

### *OCCUPANT PROTECTION*

At 90.5%, Puerto Rico has one of the highest safety belt usage rates in the Nation. Participation in the National Mobilizations and sustained enforcement of the mandatory usage law will continue by the PRPD and Municipal Police agencies. Child restraint usage decreased from 94.7% in FY2007, to 88.3% in FY2008. Strengthening the permanent child restraint fitting stations established by law in Puerto Rico’s fire departments will help increase use of child restraints. The necessary PI&E will be implemented.

### *COMMUNITY PROGRAMS*

Community Traffic Safety Programs (CTSP) has long been an integral part of highway safety programs around the Nation. Since 1989, CTSP’s have been a part of Puerto Rico’s programs. Community programs, through a regional strategy, now serve the 78 municipalities in Puerto Rico. The CTSP’s effort will be continued by conducting awareness campaigns, having highway safety as the main point of interest. For FY2010, the FIESTA Programs will no longer be under the Youth Alcohol Program Area (YA-02). They were evaluated and found to be Community Programs.

### *TRAFFIC RECORDS*

Accurate and timely data are the primary goals of the Traffic Records Coordinating Committee. During FY2010 the primary goals are: the Crash Records Backlog Reduction, Traffic Records Technology Update, and Crash Report Redesign. These strategies will contribute to reduce the time between crash event and data availability, for analysis purposes. Other ongoing strategies will improve driver and vehicle data.

### *NON OCCUPANT SAFETY*

For years, pedestrian and other non occupants have been a major traffic safety problem in Puerto Rico. Efforts will be made to increase the awareness of non occupants, young and old, to the dangers of becoming a victim in a traffic crash. We believe, however, that pedestrians and drivers must learn how to share the road, and that speed and DWI enforcement will help reduce non occupant fatalities.

### *EMERGENCY MEDICAL SERVICES*

As EMS systems became institutionalized around the Nation and Puerto Rico, traffic safety funding for this area has decreased. The EMS system in Puerto Rico has identified some long standing problems and the PRTSC will fund the development of EMT training to help assure the quality of skills of our EMT's. An effective and efficient EMS system continues to be part of a comprehensive traffic safety program.

### *TRAFFIC ENGINEERING*

Elimination of hazards on the roadway that may cause or aggravate traffic crashes is one of the engineering strategies that can help improve traffic safety. Hazard Elimination Projects will be continued with the Department of Transportation and Public Works (DTPW) and the Puerto Rico Highway and Transportation Authority (PRHTA).

### *PAID MEDIA*

Paid Media activities support efforts in different program areas, using NHTSA's calendar in campaigns and mobilizations.

### *MOTORCYCLE SAFETY*

After three years in a row, numbers show an increase in motorcycle fatalities in Puerto Rico. In 2007, there was a reduction of 30% in motorcyclist fatalities. During that year, legislation became law and was effective on October 10, 2007 which key elements strengthen the roadway, licensing and protective gear requirements of the current primary helmet law. Enforcement of the helmet law and other traffic violations will be improved and traffic engineering measures to improve motorcycle safety will be identified and implemented.

# PROBLEM IDENTIFICATION PROCESS

Traffic crash data is being review by the PRTSC staff throughout the year to identify problems that are unique to Puerto Rico. The primary and most reliable source of data is the FARS file, and with approximately 400 fatalities a year, trends can be established using this file. Also, crash data is obtained from the Accident Information System of the Analysis of Accidents Office. Within the Department of Transportation and Public Works but even though improvements have been made to this system over the past several years, 2006 is the most recent complete crash file available for analysis. At this time 2007, is being processed. To continue the improvements to the crash and other files, the PRTSC has submitted a subsequent year Section 408 proposal that, when fully implemented in one year, will provide complete, accurate and reliable data in a timely manner for problem identification including crash location data currently is not available due to the deficiencies in the system. Details of the planned improvements are included in the Traffic Records section of this plan.

Data on licensed drivers and registered vehicles are obtained from the DMV and VMT is obtained from DOTPW. The information System unit of the PRTSC is responsible for compiling the data and providing it to the PRTSC planner. Reviewing the federal priority areas and our data to determine the impact our programs are having in reducing crashes, injuries and fatalities is an ongoing process that involves the Executive Director, Planner, Program Coordinators, Monitors and the Public Relations Office which needs the data to satisfy media inquiries.

Additional data is obtained through observational surveys of safety belt and child restraint use, and of knowledge and attitude surveys that help in the in the development of mass media and educational campaigns. As the data reflects changes during the year, in as much a slightly decrease in safety belt use, a significant reduction in fatalities was experienced, particularly in motorcycle fatalities; reverting the increase tendency of the past year. These changes are discussed in regular or other meeting with project directors and their staffs. This allows for a discussion of efforts (citation, convictions, man hours, others) or new efforts which translate into project revisions or new ones. By the time the development of the HSP begins, the PRTSC Executive Director, Planner and projects directors are familiar with the data and proposed projects for the coming year. When data indicates a new problem (e.g. motorcycle), the stakeholders are invited to review the data and propose solutions that become projects. The traffic crash trends for the five years are included in Table II.





# IMPAIRED DRIVING

## AL-01

### Overview

Driving While Intoxicated continues to be the number one cause of fatal crashes in Puerto Rico and its rate is among the highest in the Nation. During 2008, out of 399 fatalities, 160 were alcohol related. As a result, Puerto Rico was identified by NHTSA as one of the ten high fatality rate states and qualifies for a Section 410 grant. Although the percentage of traffic fatalities that are alcohol-related has remained about 50% for decades, there has been a notable improvement (See Table III), since there were a total of 648 fatalities in 1987, 507 fatalities in 2006, 452 fatalities in 2007, and 399 fatalities in 2008.

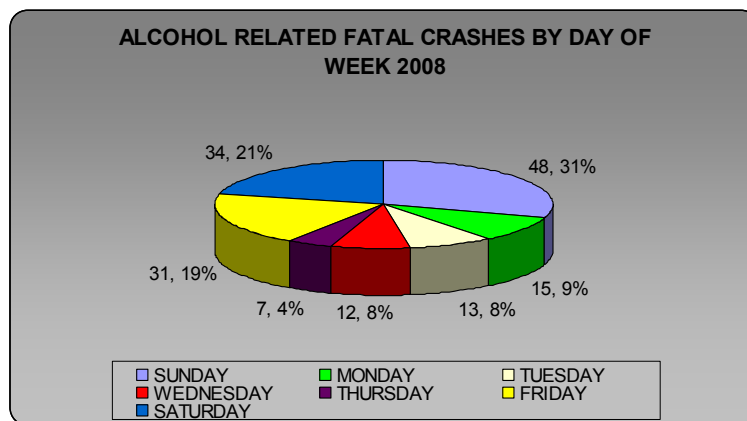
**TABLE III ALCOHOL-IMPAIRED DRIVING FATALITIES**

Year	Total	Alcohol-Impaired Driving Fatalities		
	Fatalities in all Crashes	(BAC= .08+)		
		Number	Percent	Per 100 Million VMT
2004	495	174	35%	0.89
2005	457	160	35%	0.82
2006	509	143	28%	0.73
2007	452	142	31%	0.74
2008	399	132	33%	1.00

\*\*Based on the BAC of All Involved Drivers and Motorcycle Riders Only  
 2008 National VMT is a Preliminary Estimate and Subject to Change  
 2008 State Vehicle Miles Traveled (VMT) Data is Not Yet Available  
 DATA SOURCE: FARS 2004-2008

The following graph shows that during 2008, the day of week with the most alcohol related fatalities was Sunday with a total of 48 fatalities, followed by Saturday with a total of 34 fatalities and Friday with 31 fatalities.

**FIGURE II**



DATA SOURCE: FARS 2004-2008

Of the 399 total fatalities in all crashes that took place in Puerto Rico, 132 involved alcohol-impaired driving fatalities above the legal limit of .08 Blood Alcohol Concentration (BAC); for drivers and motorcycle riders only. In the case of all involved drivers, motorcycle riders, pedal-cyclists and pedestrians, 165 of the fatal crashes had .08 or more. See Tables IV.

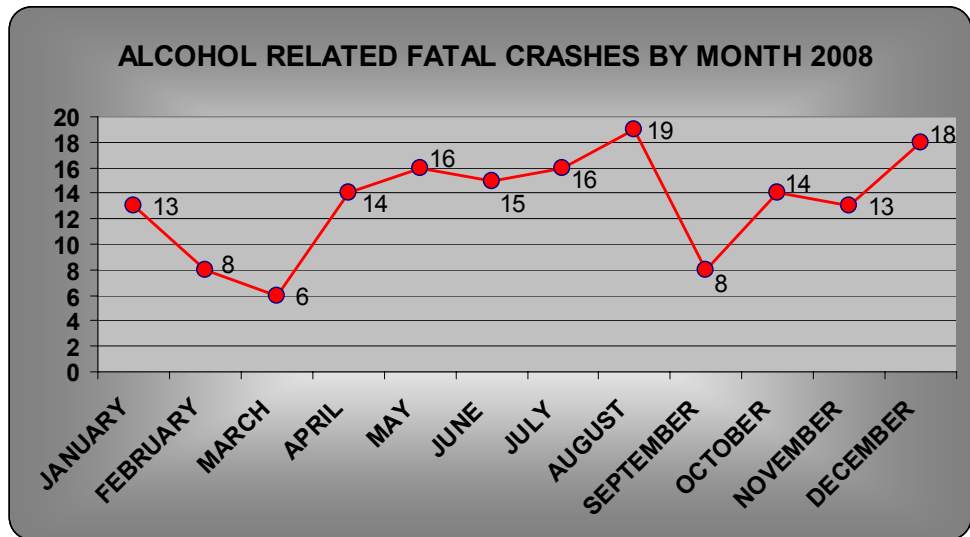
**TABLE IV FATALITIES BY BAC IN THE CRASH\*\***

Year	Total Fatalities in all Crashes	Highest BAC level in the Crash				Per 100 Million VMT
		BAC = .01+		BAC = .08+		
	Number	Percent	Number	Percent		
2004	495	250	51%	224	45%	1.15
2005	457	234	51%	197	43%	1.01
2006	509	219	43%	182	36%	0.93
2007	452	209	46%	170	38%	0.89
2008	399	199	50%	165	41%	0.80

\*\*Based on the BAC of All Involved Drivers, Motorcycle Riders, Pedal-cyclists and Pedestrians  
 2008 National VMT is a Preliminary Estimate and Subject to Change  
 DATA SOURCE: FARS 2004-2008

Figure III shows that the month with the highest alcohol related fatal crashes was August, with a total of 19 fatalities, followed by December with 18 fatalities; May and July had a total of 16 fatalities each.

**FIGURE III**



DATA SOURCE: FARS 2004-2008

In order to strengthen the DWI statutes in Puerto Rico, several bills became law during 2004 and 2005. A zero tolerance law for those under the age of eighteen became law; a repeat offender law that provides for vehicle confiscation and mandatory jail for forty eight hours; an intoxicated driver with a minor, less than fifteen years of age as a passenger, receives mandatory forty eight hours of jail plus fines. Also, suspected DWI offenders could not refuse to give a BAC sample. In January of 2005, an open container law became effective.

However, Puerto Rico does not have an Age 21 MDA law or a Zero Tolerance law, which has proven effective in reducing alcohol-related fatalities in the United States. Although there are tougher sanctions for recidivists, identifying recidivists prior to trial is still a problem.

The integration of Municipal Police agencies into the enforcement effort has proven successful and Special Alcohol Units at the Municipal Police level are now collaborating in the HVE effort against all impaired drivers, including motorcycle operators. Saturation patrols, overtime patrols and checkpoints are part of the strategies employed by the Municipal and PR Police. During 2008, the combination of DWI interventions for both Municipal and Commonwealth Police (PRPD) were 19,529 interventions as shown on Tables V and VI.

**TABLE V MUNICIPAL POLICE ENFORCEMENT ACTIVITIES**

<b>FY</b>	<b>Speeding Violations</b>	<b>Seat Belt Violations</b>	<b>Child Rest Violations</b>	<b>DWI Interventions</b>
<b>2004</b>	9,753	10,488	N/A	<b>544</b>
<b>2005</b>	18,778	18,482	719	<b>1,783</b>
<b>2006</b>	18,650	11,497	657	<b>1,498</b>
<b>2007</b>	12,976	18,350	588	<b>1,474</b>
<b>2008</b>	11,630	19,560	594	<b>1,910</b>

DATA SOURCE: PRPD AND THE PRISC DATA COLLECTOR

**TABLE VI PRPD DWI INTERVENTIONS**

<b>FISCAL YEAR</b>	<b>DWI</b>	
	<b>INTERVENTIONS</b>	<b>ARRESTS</b>
<b>2004</b>	19,023	14,453
<b>2005</b>	19,837	15,540
<b>2006</b>	23,843	19,566
<b>2007</b>	21,595	17,619
<b>2008</b>	17,619	6,138

DATA SOURCE: PRPD AND THE PRISC DATA COLLECTOR

Identifying recidivists prior to trial must be improved in order to impose the stiffer sanctions required by law; on the other hand, Enforcement continues to be improved. Motor vehicle

fatalities have been reduced over the past five years; also, the percentage of fatalities that are alcohol related show a reduction from 50% to 40%.

Special Alcohol Units in the 13 Commonwealth Police Areas, with emphasis on weekend, nighttime patrols and sobriety checkpoints need additional resources to increase enforcement. In addition to local mobilizations, the participation in the National Crackdowns has helped motivate police and raise awareness in the driving public. The following table shows the HVE Activities planned for FY2010.

**TABLE VII HIGH VISIBILITY ENFORCEMENT ACTIVITIES FY2010**

DATE	DESCRIPTION
<b>Thanksgiving Crackdown</b> 11/11/09 to 11/30/2009	These dates represent the beginning of festivities associated with Christmas Season.
<b>Holiday Crackdown</b> 12/11/09 to 01/06/2010	These dates represent the Christmas Season, which extends in Puerto Rico into early January and is characterized by an increase in alcohol consumption and an increase in impaired driving.
<b>Easter Crackdown</b> 03/31/2010 to 04/05/2010	Holy Week festivity (schools and colleges are mostly off during these days).
<b>Summer Crackdown</b> 06/23/2010 to 07/05/2010	During these hot Summer days, people hit the beach and consume alcohol while they celebrate many local activities, including the traditional “Noche de San Juan Bautista” and the 4 <sup>th</sup> of July Holiday.
<b>National Labor Day Crackdown</b> 08/20/2010 to 09/06/2010	This includes the Labor Day holiday on 09/06/2010.

**Performance Goals**

- Reduce alcohol related fatal crashes by 9% from 160 in 2008 to 150 in 2010
- Increase the number of police agencies participating in the HVE’s
- Conduct training for judges and prosecutors during 2010

**Legislative Goals**

- Achieve Zero Tolerance Legislation

## **Performance Measures**

- Number of alcohol related fatalities
- Number of DWI interventions and arrests
- Number of sobriety checkpoints
- Number and percent of recidivists identified prior to trial
- Number of judges and prosecutors trained

## **Strategies**

### **AL-01-01 DWI Patrol Units - Commonwealth Police**

Specialized DWI Patrol Units exist in all 13 Commonwealth Police Areas and they will be strengthened with the acquisition of: additional vehicles to increase enforcement on weekends(4 nights) and during the 5 HVE activities mentioned earlier; Utility Vehicles needed for carrying sobriety checkpoints materials and towing some of the equipment; BAT Mobiles to be used for sobriety checkpoints by the Department's 13 Police Areas; and breath test equipment (Intoxilyzer 5000EN) to be placed in the Department's different units for the DWI detection. Since these patrols are weekend/nighttime patrols, stipends will be funded for the agents, breath test equipment technicians and Supervisors. Overtime funding for participation in the mobilizations, National Crackdowns and other HVE activities is also included.

### **AL-01-02 Breath Testing Unit - Commonwealth Police**

This unit maintains and repairs breath test equipment around the island and personnel are called to testify in court. Additional preliminary breath test equipment (Alco-Sensors), replacement parts and supplies will be funded.

### **AL-01-04 Chemical Analysis Unit - Health Department**

Judges insist, in many DWI cases, that the Health Department chemist charged, by law, with verifying breath test equipment calibration and analyzing blood samples, testify in court. Many cases are dismissed due to lack of chemists. This project provides funding for additional chemists, medical technicians, contractual services, office and educational supplies, training and local and state side travel.

### **AL-01-05 Judicial Training Program - Courts Administration**

Due to the many changes in law, judges are in need of continuous education. A course has been developed on breath test equipment, changes in law, and raising awareness among the judges of the importance of impaired driving cases. Costs associated with the two trainings to be offered during 2009-10 will be funded. Also, there are state-side training courses on dealing with DWI offenders that judges are encouraged to attend. This project will cover these costs.

**AL-01-06 Special DWI Prosecutor Unit - Department of Justice**

In order to improve the processing of DWI cases and increase the identification of recidivists, a special investigator, administrative coordinator and one secretary will be funded at the Justice Department headquarters. Also, stipends for thirteen technicians (data collectors) that will provide follow up and assistance to the Prosecutors in the compilation of the required data to prepare and defend the cases will be funded. With the many changes to the law, judges are in need of continuing education. As with the Judicial Program, a seminar has been developed on the changes in the law, breathe test equipment and raising awareness among the prosecutors of the importance of impaired driving cases. Costs for training, equipment, salaries, materials, local and stateside travel, and stipends are included.

**AL-01-12 Impaired Driving Mass Media Campaign - PRTSC**

This campaign includes production for the paid media associated with the Crackdowns and the production costs for Radio and TV spots, printed materials and exhibition booth. The campaign will target people in the 16-25 age group, which represent the highest age group involved in fatal alcohol crashes within the last years. Costs for office supplies, rent, maintenance and purchase of equipment, state and local travel, and training are included.

**AL-01-13 Impaired Driver Coordinator-PRTSC**

Reducing impaired driving is one of the PRTSC's priorities. Many Commonwealth and Municipal agencies, as well as advocacy groups are involved in this effort as well. A coordinator, specialized in DWI programs, is needed to follow progress in the many projects and offer expert advice based on knowledge received from training and literature review. Costs for equipment, salary, state and local travel and training are included.

**AL-01-22 Paid Media Evaluation-Consultant**

A consultant will be contracted to conduct knowledge, attitude and behavioral studies using, telephone and roadside surveys, focus groups and other tools to help develop and measure the effectiveness of the impaired driving media campaigns on the target audience and others.

**AL-01-23 Luis A. Señeriz Foundation/MADD Puerto Rico**  **MADD**  
Activism | Victim Services | Education

MADD is a non-profit organization, and a well-known advocacy group. The PRTSC has helped the Puerto Rico Chapter with administrative expenses, educational materials and activities. In addition, funding will be provided to continue the implementation of the nationally recognized "Protecting You, Protecting Me" program for school children.

# YOUTH ALCOHOL

## YA-02

### Overview

The number of young drivers involved in fatal crashes in Puerto Rico is high; especially when dealing with alcohol related fatal crashes. Although we have seen a decrease throughout the years, last year, a total of 84 drivers, ranging from the ages of 16-25 lost their lives. Out of those 84 drivers, a total of 28 were driving under the influence of alcohol. See Table VIII.

In Puerto Rico, the legal drinking age is 18, contrary to the United States, where the legal drinking age is 21. Alcohol is very much accessible to youth, since it can be bought almost everywhere: gas stations, supermarkets, restaurants. You name it. Also, not everyone who sells alcohol asks for proper identification, making it much easier to buy it for themselves and their peers.

**TABLE VIII                      16-25 YEAR OLD DRIVER FATALITIES**

Year	16-25 Drivers Killed	Alcohol Related	Percentage (%)
<b>2004</b>	113	54	48%
<b>2005</b>	79	31	39%
<b>2006</b>	90	27	30%
<b>2007</b>	92	37	40%
<b>2008</b>	84	28	33%
<b>TOTAL</b>	<b>458</b>	<b>177</b>	<b>38%</b>

DATA SOURCE: FARS 2004 – 2008

During 2008, the months with the highest fatalities among 16-25 year old drivers, were June and July, with a total of 10 fatalities. See Figure IV. Many young people tend to celebrate summer by enjoying long weekends at the beach, and since here in P.R. it is legal to drink alcohol at the beach, many young people face the consequences of drinking and driving.

Others celebrate by going out, till late at night, to the different and so many clubs we have across the Island; also making the bad decision of drinking and driving. Figure V shows that the hours with the highest alcohol related fatal crashes for 16-25 year old drivers during 2008 were 0:01AM - 4:59AM. Same hours these young people go out and try to make it home after a night of drinking.

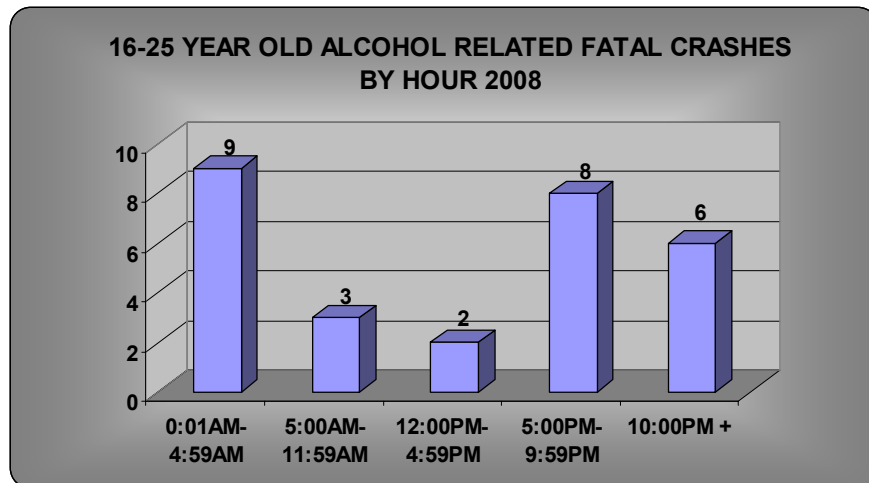
**FIGURE IV**



DATA SOURCE: FARS 2008

Lacking an Age 21 MDA law and a Zero Tolerance law for people under 21, the PRTSC has targeted youth with various awareness programs. The awareness of the risks of youth impairment helped in passing a Zero Tolerance law for people under the age of 18 in the year 2004. As a complement to the enforcement and PI&E efforts contained in the alcohol section of this plan, the PRTSC will continue and expand efforts to reach youth. This awareness is expected to provide the political and public permissions needed for legislation and stricter enforcement.

**FIGURE V**



DATA SOURCE: FARS 2008

Among the 16-25 drivers killed in fatal alcohol crashes during 2008, males were identified as the highest fatality group by sex. We had a total of 22 male fatalities, while females had 6 fatalities. See Figure VI.

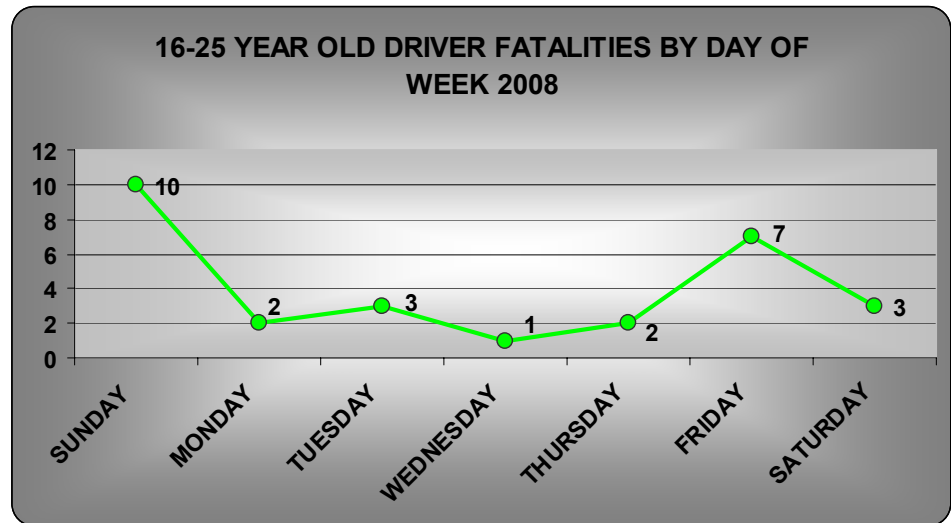


**FIGURE VI**



DATA SOURCE: FARS 2008 -

**FIGURE VII**



DATA SOURCE: FARS 2008

During 2008, the two days of week that had the most 16-25 driver alcohol related fatalities, were Sunday and Friday. Sunday had a total of 10 fatalities, while Friday had 7 fatalities.

## **Performance Goals**

- Reduce young driver fatalities by 10% from a five year (2004-2008) average of 92 to 82 by 2010
- Reduce alcohol related young driver fatalities by 10% from a five year average of 35 to 32 by 2010

## **Legislative Goals**

- Age 21 MDA
- Zero Tolerance

## **Performance Measures**

- Number of young drivers involved in alcohol related crashes
- Number of peer presentations
- Number of youth reached

## **Strategies**

### **YA-02-07 Youth Diversion Program - Department of Transportation**

Juvenile (16 and 17 year old) offenders of the DWI law are being referred to the DOT educators that give the DWI Improvement Course required as part of the sentence by judges. However, in the case of these minors, they must attend the course with their parents. Personnel costs, materials and equipment will be funded.

### **YA-02-18 Youth Mass Media Campaign - PRTSC**

TV, radio spots and printed material directed to youth will be developed and delivered through the media and events that youth frequent. Costs for rent and maintenance of equipment, contractual services, and state and local travel are included.

# Police Traffic Services

## PT-03

### Overview

Speeding and aggressive driving continue to be factors that cause traffic crashes in Puerto Rico. In 2008, speeding was a contributing factor in 162 or 41% of the 399 fatal crashes. The roads of highest crash incidence are included in Table IX.

**TABLE IX**   **2007-2008 COMPARISON**  
**FATALITIES – SPEEDING A FACTOR**

Criteria	2007	2008	Change	% Change
Speeding	228	162	- 66	41%
Not Speeding	224	237	13	59%
<b>TOTAL FATALITIES</b>	<b>452</b>	<b>399</b>	<b>53</b>	<b>18%</b>

DATA SOURCE: FARS 2007 – 2008

**TABLE X**   **15 HIGHEST CRASHES ROADS**

Road	Crashes	Vehicles	Pedestrians	Injuries	Fatalities	% of Crashes
PR 2	18,673	27,456	148	5,098	66	7.66
PR 3	10,828	15,313	98	3,007	28	4.32
PR 1	7,960	11,813	56	2,017	19	3.46
PR 22	5,828	8,880	18	1,387	17	2.58
PR 52	5,150	6,801	65	1,610	14	2.15
PR 167	3,459	4,895	22	459	10	1.37
PR 14	2,921	4,320	38	593	4	1.33
PR 111	2,848	3,840	27	965	6	1.13
PR 181	2,443	3,214	24	424	3	0.95
PR 18	2,287	3,348	20	469	8	0.95
PR 199	2,302	3,135	6	304	4	0.93
PR 165	2,284	3,106	11	373	1	0.87
PR 17	2,111	2,895	11	289	5	0.85
PR 30	2,120	2,793	13	581	6	0.82
PR 25	1,944	2,834	3	323	2	0.79
<b>TOTAL</b>	<b>73,158</b>	<b>104,643</b>	<b>560</b>	<b>17,899</b>	<b>193</b>	<b>30.16</b>

DATA SOURCE: DOT 2006 (Preliminary)

In 2001, however, Law 22 was passed, effective January 7, 2001, and, among other provisions, fines for speeding were increased from \$15.00 to \$50.00 and \$5.00 for every

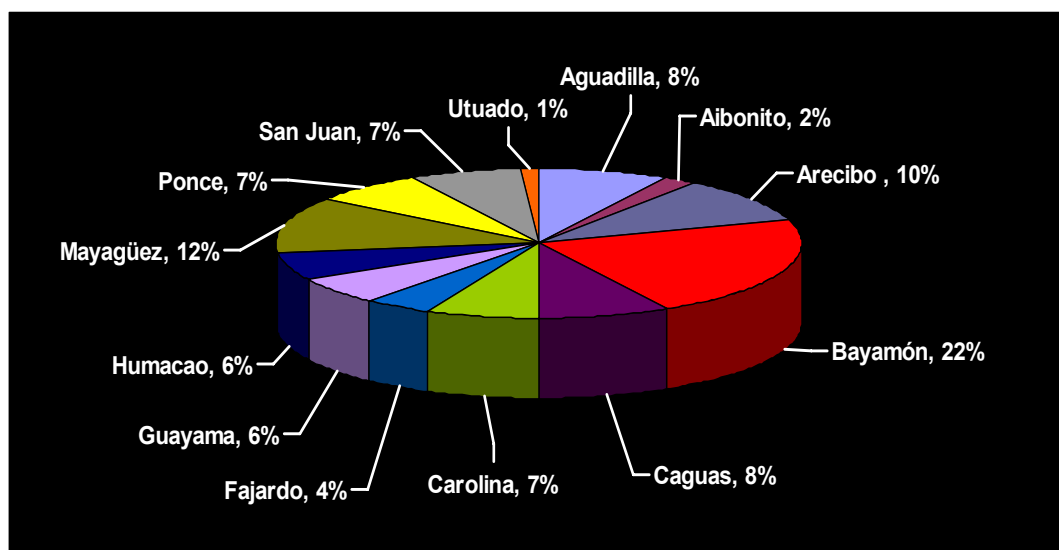
mile over the speed limit. This was a significant increase and had an immediate result in reducing traffic fatalities, as a matter of fact; more than 233,000 speeding tickets were issued by police agencies in 2008. During the late 1980's and mid 1990's, traffic fatalities were greater than 600 in some years. From 2003 to 2008 fatalities were less than 500 in five of the six years.

Also, Law 22 also increased the fines for safety belt and child restraint violations from \$10.00 to \$50.00 and \$100.00 respectively. Safety belt usage is now 92.1% in Puerto Rico thanks to the stiffer penalties and enforcement. In addition, an amendment to Law 22 became effective in January 2007, increasing the fine from \$50 to \$250 for running a red light and from \$25 to \$150 the yellow light.

Of course, highly visible and publicized enforcement with a targeted PI&E effort has proven to be effective in raising the perception of risk in the motoring public and reducing traffic fatalities. Many strategies can be used to make enforcement more effective including selective traffic enforcement, checkpoints, saturation patrols, etc.

Just 20 years ago, there were few municipal police departments in Puerto Rico. Up until recently, they were not involved in traffic enforcement and the responsibility fell solely on the Commonwealth Police. One of the PRTSC's greatest achievements in the Police Traffic Services area is the integration of about 60% of the 75 municipal police agencies around the island into the traffic enforcement effort by establishing municipal traffic patrols and participating in the national waves and crackdowns along with the Commonwealth Police. A total of 892,600 traffic tickets were issued between the Commonwealth and Municipal Police during 2008.

**FIGURE VIII FATAL CRASHES BY PRPD AREAS**



DATA SOURCE: PRPD 2008

For FY2008, as shown on Figure VIII, the PRPD area with the highest percentage of fatal crashes was Bayamón, with 22% followed by the Mayagüez Region, with 12%.

The following tables present data on the Commonwealth and Municipal Police Agencies for the past five years.

**TABLE XI COMMONWEALTH’S POLICE EFFORTS**

FY	SPEED Citations	DWI Interventions	DWI Arrests	SEAT BELT Citations	OTHER Moving Violations
2004	274,996	19,023	14,453	268,667	320,737
2005	277,018	19,837	15,540	219,680	309,187
2006	229,820	23,843	19,566	208,180	291,828
2007	215,915	20,954	16,686	208,574	308,979
2008	222,222	17,619	14,568	238,301	338,808

DATA SOURCE: PRP DATA COLLECTOR

**FIGURE IX PUERTO RICO POLICE DEPARTMENT REGIONS**



**TABLE XII**

**MUNICIPAL POLICE EFFORTS**

<b>FY</b>	<b>SPEEDING Violations</b>	<b>SEAT BELT Violations</b>	<b>CHILD REST Violations</b>	<b>DWI Interventions</b>	<b>OTHER Moving Violations</b>
2004	9,753	10,488	N/A	544	36,324
2005	18,778	18,482	719	1,783	56,827
2006	18,650	11,497	657	1,498	59,069
2007	18,451	27,434	864	1,876	48,275
2008	11,630	19,560	594	1,910	27,388

DATA SOURCE: PR-TSC DATA COLLECTOR

**FIGURE X**

**MUNICIPAL POLICE PROGRAMS**



**Performance Goals**

- Reduce total speed related fatalities by 7% from 162 in 2008 to 151 for 2010
- Conduct training for police officers regarding traffic laws

**Performance Measures**

- Number of traffic violations particularly speeding and other moving citations
- Number of police officers trained
- Number of police agencies participating in national waves

## **Strategies**

### **PT-03-01 Speed Enforcement-Commonwealth Police**

Known as PASEAVI, this is a “wolf pack” or saturation patrol strategy, which targets sites or corridors with high crash incidence. Once presence is established, these patrols are moved to other sites and rotated as needed in increasing the enforcement effort and perception of risk. Additional vehicles and radars will be added along with stipends for a supervisor, patrolmen and overtime. Radar, equipment and vehicle maintenance will also be funded.

### **PT-03-02 Traffic Police Training - Commonwealth Police**

Training of Commonwealth Police in radar, breath test equipment and other traffic enforcement strategies are conducted at a traffic enforcement training center. Costs of materials, equipment, stateside training, consultant training and stipends are included in this project.

### **PT-03-03 Police Programs Coordinator – PRTSC**

Housed in the Commonwealth Police’s headquarters, this coordinator, a retired ranking officer, helps determine the police’s needs, helps prepare proposals, helps monitor progress, gathers police data including wave enforcement data and is a point of contact at police headquarters. This project will fund coordinator’s costs.

### **PT-03-14 Speed and Aggressive Driving Mass Media - PRTSC**

As with all enforcement efforts, PI&E is a necessary component. This project will fund the production of TV and radio spots, print and office material. Costs for rent, purchase and maintenance of equipment, contractual services, and state and local travel are included.

### **PT-03-19 Traffic Patrol Overtime**

This resource is to be used by the PRPD to increase traffic enforcement with emphasis on safety belt usage and participation in the National Crackdowns. Equipment and overtime will be funded.

### **PT-03-27 Municipal Police Training-Commonwealth Police -PRTSC**

This is training for PRPD and Municipal Police in radar, breath test equipment and other traffic enforcement strategies and techniques necessary; especially for those new to traffic enforcement. Training materials, instructors, travel and related costs will be funded.

**PT-03-44      Crash Investigation Training - Commonwealth Police Criminal Justice University**

This project will establish a crash scene investigation training as part of the curriculum. It will prepare and equip police investigators to determine causal factors of traffic crashes and prepare evidentiary information. Instructors, teaching aids, office and educational materials, purchase and maintenance of equipment will be funded. Training, local and stateside travel will also be funded.

**PT-03-85      Crash Investigation - Institute of Forensic Sciences**

As an integral part of the criminal justice system, the Institute of Forensic Sciences is charged with providing evidence for all felonies. Serious traffic crashes, fatal or serious injury are included in this charge. The Institutes investigators are the first on the scene of these events. Trainings for these investigators in traffic crash scene reconstruction are necessary to provide the rest of the criminal justice system with reliable evidence. Training related costs, purchase and maintenance of equipment, stateside travel and vehicle maintenance will be funded.

**PT-03-XX      Municipal Police Traffic Enforcement**

Funds will cover radar and breath test equipment and maintenance, training, educational material, overtime for mobilizations and crackdowns, patrol vehicles and maintenance, and any other related costs. These agencies will provide aggressive traffic enforcement in their respective municipalities. See Figure X and the following table.



**TABLE XIII**

**MUNICIPAL POLICE PROJECTS**

<b>PT Project #</b>	<b>Municipal Police Project of:</b>	<b>PT Project #</b>	<b>Municipal Police Project of:</b>
03-05	Guaynabo	03-60	Ponce
03-06	Toa Baja	03-61	Utua
03-08	Cidra	03-62	Coamo
03-13	Morovis	03-63	Yauco
03-15	Aguadilla	03-65	Dorado
03-16	Jayuya	03-66	Naranjito
03-17	Vega Alta	03-67	Fajardo
03-18	Gurabo	03-69	Toa Alta
03-25	Florida	03-70	Trujillo Alto
03-31	Moca	03-71	Humacao
03-33	Cataño	03-73	Lares
03-34	Cayey	03-74	Barceloneta
03-35	Ciales	03-75	Juana Díaz
03-36	Lajas	03-76	San Germán
03-38	Maunabo	03-78	Isabela
03-39	Quebradillas	03-79	Comerio
03-41	Orocovis	03-81	Mayagüez
03-45	Arecibo	03-82	Barranquitas
03-46	Bayamón	03-83	Guánica
03-47	Carolina	03-86	San Sebastián
03-48	Hatillo	03-87	Luquillo
03-49	San Juan	03-88	Camuy
03-51	Ceiba	03-89	Villalba
03-50	Vieques	03-91	Guayanilla
03-52	Caguas	03-92	Naguabo
03-53	Juncos	03-93	Arroyo
03-54	Las Marias	03-94	Corozal
03-55	Manatí	03-95	Guayama
03-56	Rincón	03-96	Hormigueros
03-57	San Lorenzo	03-97	Aguas Buenas
03-58	Cabo Rojo	03-98	Yabucoa
03-29	Canóvanas	03-99	Las Piedras

# PLANNING AND ADMINISTRATION

## PA-04

### Overview

The Puerto Rico Traffic Safety Commission (PRTSC) has the responsibility to coordinate the development and implementation of traffic safety programs. The Executive Board includes representatives of the following agencies: DOTPW, Department of Health, PRPD, Department of Education, Department of Justice, Courts Administration, ACAA, ASSMCA, PSC, and a representative of the Public Interest and a Youth Representative.

By law, the Executive Board is presided by the Governor. Traditionally, the Governor has designated the Secretary of Transportation as the Representative. The Executive Director is selected by the Executive Board and is responsible for the administration of the agency and its staff. Among the responsibilities of the PRTSC are to: identify problems, develop strategies and solutions to those problems, prepare an annual work plan, administer Federal and Commonwealth funds assigned to traffic safety, develop a PI&E campaign, monitor progress in the implementation of programs, and evaluate effectiveness of the programs. In accordance with the NHTSA's new performance measures, surveys will be conducted: impaired driving, seat belt use and speeding.

### Performance Goals

- Implement, evaluate, coordinate and monitor the HSP tasks during FY2010
- Plan and manage the available funds adequately, including to speed-up liquidation rate.

### Strategies

#### **PA-04-02, PA-04-07 Evaluate HSP Tasks-PRTSC**

Five Program Managers (monitors) will be funded with state (1) and federal (4) funds to follow up on the operational and fiscal activities of the projects, on a daily basis. Provide technical assistance, promote timely vouchering. Salaries, local and stateside training, travel expenses, materials and equipment will be funded.

#### **PA-04-03, PA-04-08, PA-04-09, PA-04-10 Administer Program-PRTSC**

In order to provide support for the general administration of the highway safety program, allowable limits of federal funds will be used for salaries, equipment, materials, single audits, other consulting needs such as survey consultants, and travel expenses for the Executive Director and staff for local and state-side activities.

# Occupant Protection

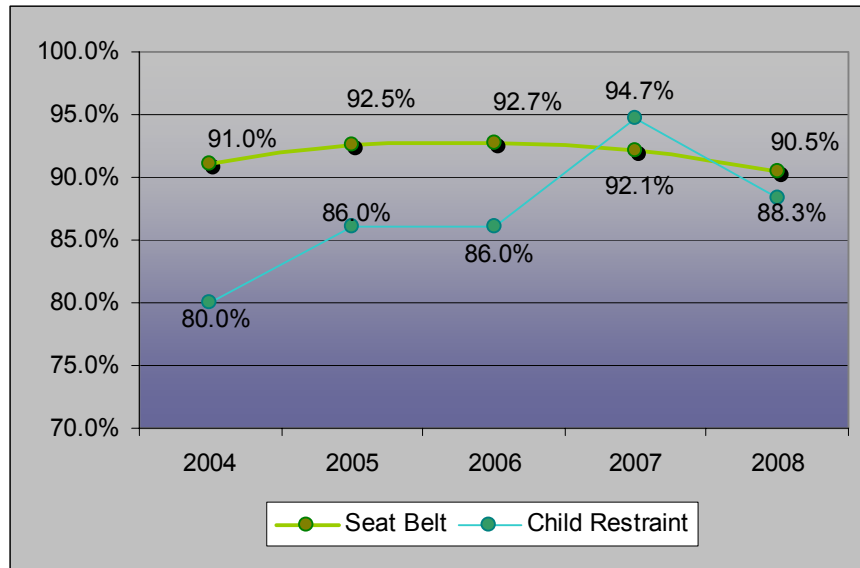
## OP-05

### Overview

Puerto Rico was the first jurisdiction to pass a mandatory safety belt usage law with an effective date of January 1, 1975. In addition to being the first, Puerto Rico's law has the distinction of being a primary law that covers all seating positions.

After a decade of minimal enforcement but aggressive PI&E, strict enforcement began in the early 1980's. As the data in Figure XI indicates, the usage rate in 2008 was 90.5%.

**FIGURE XI SAFETY BELT AND CHILD RESTRAINT USE**



DATA SOURCE: EXTERNAL CONSULTANT MARKETING CENTER

Many initiatives have helped achieve this rate. Safety belt and child restraint use is enforced vigorously as part of standard traffic enforcement activities throughout the year. Participation in the national enforcement “waves” for the past several years, the incorporation of municipal police agencies to the effort and an aggressive PI&E campaign with a strong enforcement message have been elements of the program. Over 250,000 seat belt and child restraint tickets were issued during 2008. In order to increase usage continued participation in the national efforts, increased enforcement and awareness are needed.

A child restraint provision to the mandatory use law became effective in 1989 requiring children up to four years of age to use child restraints. In 2001, another amendment

requires children 12 years and younger to ride in the back seat, properly restrained. Child restraint use requires continued special attention to increase usage.

In 2000, an Executive Order established fire stations in Puerto Rico as permanent fitting stations and firemen as Child Passenger Safety Technicians (CPST). In 2003, this Executive Order became law. To date, there are 42 fire stations (out of 92) that have established fitting stations and 90 firemen certified as CPST's. Inspection clinics are also conducted periodically with the cooperation and partial sponsorship of commercial chains such as Wal-Mart and K-Mart.

Efforts must be made to continue opening fitting stations, training technicians, making the public aware of the locations of the stations and increasing enforcement.

**TABLE XIV PASSENGER VEHICLE OCCUPANT FATALITIES AGE 4 AND UNDER BY RESTRAINT USE AND LIVES SAVED ESTIMATES**

Year	Fatalities Age 4 and Under*					Lives Saved Estimates**
	Total	Restrained	Unrestrained	Unknown Restraint Use	Percent Known Restrained*	Lives Saved at Current Seat Belt and Child Safety Seat Usage
2004	2	2	0	0	100	3
2005	0	0	0	0		0
2006	3	1	2	0	33	1
2007	0	0	0	0		0
2008	5	3	2	0	60	7

\*PERCENT BASED ONLY WHERE RESTRAINT USE WAS KNOWN \*\*LIVES SAVED ESTIMATES  
DATA SOURCE: FARS 2004-2008

**TABLE XV PASSENGER VEHICLE OCCUPANT FATALITIES AGE 5 AND ABOVE**

Year	Fatalities Age 5 and Above*					Lives Saved Estimates**	
	Total	Restrained	Unrestrained	Percent Known Restrained*	Lives Saved at Current	Potential Additional	
					Belt Use	Lives Savable at	
					100% Usage		
2004	247	98	149	0	40	98	23
2005	212	88	124	0	42	85	14
2006	222	100	122	0	45	107	21
2007	199	84	115	0	42	84	15
2008	166	79	87	0	48	88	12

\*Percent Based Only Where Restraint Use Was Known \*\*Lives Saved Estimates (Sum of columns may not equal other published numbers due to rounding)

### Performance Goals

- Increase safety belt use from 90.5 in 2008 to 93 in 2010
- Increase child restraint use from 88.3% in 2008 to 91% in 2010
- Fifteen (15) additional fitting station in FY 2010
- Include Booster Seat for 5-8 years old

### Performance Measures

- Number of seat belt tickets
- Number of police agencies participating in “waves”
- Number of child seat fitting stations
- Number of CPST’s
- Number of paid media and earned media units

### Strategies

#### OP-05-02 Observation Surveys - PRTSC

Observational surveys are the means to determine usage rates, establish goals and evaluate progress. This project funds a data collector to observe safety belt, child restraint and motorcycle helmet use. Salaries, local and stateside travel, equipment, training, and related costs are also funded.

### **OP-05-03 Occupant Restraint Coordinator - PRTSC**

A program that involves many government agencies, civic groups and private industry requires coordination at the PRTSC level. Personnel costs, local and stateside travel, equipment, and consultant costs are funded.

### **OP-05-04, OP-05-22 Occupant Protection Mass Media and Education Campaign - PRTSC**

Costs related to mass media efforts including production costs for radio and TV spots to be used for earned and paid media, press conferences, photo shoots, media tours, and other materials will be funded.

### **OP-05-27 CPST Training - PRTSC**

Activities under this project include training of additional CPST's and provides funding for training equipment, training materials, travel, per diem, lodging, and other related costs. CPST's participate in publicized inspection clinics, and this project also provides for the necessary supplies and equipment to carry out the clinics. Purchase of safety seats for the clinics and loaner programs at the fitting stations will be funded.

### **OP-05-29 Observational, Knowledge and Attitude Surveys - PRTSC**

A consultant will be contracted to conduct the official observational surveys for the enforcement crackdowns. Knowledge and attitude surveys will be conducted to measure the effectiveness of the campaigns, especially paid media, and help plan future campaigns.

### **OP-05-39 Fitting Stations - PR Fire Department**

Assistant coordinators will be funded and receive stipends. Certified CPST's will receive a stipend. Child restraints, equipment rental for inspections and or clinics, materials and maintenance for the vehicles needed to carry equipment (seats) for clinics or distribution, will be funded.

# Community Programs

## CP-06

### Overview

Community Traffic Safety Programs (CTSP) are an integral part of highway safety programs around the Nation. Local program directors are more familiar with their communities and their traffic safety problems, local leaders, local agencies, civic groups and municipal police. In larger states with diverse populations and different traffic safety problems in parts of the state, local programs are very important.

These community programs, as in other states, coordinate enforcement efforts, enlist community leaders, offer traffic safety conferences in schools, industry community groups and others, prepare and distribute educational materials, administer loaner programs and actively participate in activities organized by the PRTSC. The CTSP's are also instrumental in mobilizing police and other resources for the National Crackdowns.

Puerto Rico's CTSP's work very closely with the PRTSC and meet every three months as a group, to receive information on upcoming campaigns, activities and plans, as well as report progress to the PRTSC. The CTSP directors also coordinate training for Municipal Police, child restraint clinics and other activities that involve the PRTSC and other CTSP's.

### FIESTA PROGRAMS

For FY2010, the FIESTA Programs will no longer be under the Youth Alcohol Program Area (YA-02). They were evaluated and found to be CTSP's. Originally, the FIESTA Programs were created to conduct awareness campaigns, develop materials, and conduct workshops and research projects related only to impaired driving among youth. Throughout the years, the FIESTA Programs began to broaden their awareness campaigns with other traffic safety measures other than alcohol. This year, the PRTSC plans on broadening the FIESTA Programs. Currently, we have eleven (11) FIESTA Programs island-wide; each reaching college students and their peers.

The PRTSC has a total of twenty seven (27) Community Programs (including the FIESTA Programs). See Table XVI.

**TABLE XVI PRTSC COMMUNITY PROGRAMS**

<b>Code</b>	<b>Program</b>	<b>Code</b>	<b>Program</b>	<b>Code</b>	<b>Program</b>
CP-06-02	Juncos	CP-06-20	Lares	CP-06-36	FIESTA IX UPR Ponce
CP-06-04	Luquillo	CP-06-21	Isabela	CP-06-37	FIESTA X OAJ
CP-06-06	Florida	CP-06-22	Sabana Grande	CP-06-38	FIESTA CREATIVO Hogares Crea
CP-06-09	Caguas	CP-06-23	Trujillo Alto	CP-06-39	FIESTA XI UPR Aguadilla
CP-06-14	Ponce	CP-06-28	San Germán	CP-06-40	FIESTA XIII UMET
CP-06-15	Barceloneta	CP-06-29	Naranjito	CP-06-41	FIESTA XIV UPR Ciencias Médicas
CP-06-16	Comerio	CP-06-32	FIESTA II UPR Rio Piedras	CP-06-42	FIESTA UPR Utuado
CP-06-17	Toa Alta	CP-06-33	FIESTA III Liga Atlética de SJ		
CP-06-18	Humacao	CP-06-34	FIESTA VI UPR Mayagüez		
CP-06-19	Juana Díaz	CP-06-35	FIESTA VIII UPR Cayey		

**Performance Goals**

- Maintain PRTSC presence in 72 of the 78 municipalities through the CTSP’s

**Performance Measures**

- Number of municipal police participating in “waves”
- Number of traffic tickets
- Number of conferences and presentations given
- Number of people reached
- Number of FIESTA Programs



## **Strategies**

### **CP-06-32, CP-06-34, CP-06-35, CP-06-36, CP-06-39, CP-06-41, CP-06-42 FIESTA - University of Puerto Rico**

Eleven campuses of the University of Puerto Rico have FIESTA programs. These programs conduct awareness campaigns, develop materials, and conduct workshops and research projects related to highway safety, among college students and their peers. Stipends for student instructors, salaries, office and educational materials, training, purchase and maintenance of equipment, and local and stateside travel are included.

### **CP-06-33      FIESTA III – Police Athletic League of San Juan**

This FIESTA program develops instructors in the Police Athletic League and reaches San Juan's high-risk communities through sporting events, workshops in community centers, development and distribution of materials and other activities. Stipends, office supplies, educational materials, and local and stateside travel are funded.

### **CP-06-37      FIESTA CREATIVO- Hogares Crea, Inc.**

Hogares Crea is a non-profit organization that offers drug and alcohol rehabilitation, which accepts people who voluntarily desires treatment. These volunteers conduct awareness campaigns and workshops related to highway safety. Stipends, contractual services, office and educational materials, training, purchase and maintenance of equipment, and local and stateside travel are included.

### **CP-06-38      FIESTA X- Oficina Asuntos de la Juventud (OAJ)**

OAJ is part of the Governor's Office. This FIESTA program reaches Puerto Rico's high-risk youth communities through workshops, special events, development and distribution of materials, and many other activities related to highway safety. Salaries, educational materials, purchase and maintenance of equipment, and local and stateside travel are included.

### **CP-06-40      FIESTA UMET - Metropolitan University of Puerto Rico**

UMET is a private, non-profit institution, which has developed its own FIESTA like program called PISTA (Programa Instruccional sobre Seguridad en el Tránsito or Instructional Traffic Safety Program). Stipends for student instructors, salaries, office and educational materials, training, purchase and maintenance of equipment, and local and stateside travel are included.

# TRAFFIC RECORDS

## TR-07

### Overview

Puerto Rico's Traffic Records Coordinating Committee's ultimate goal is on-site electronic crash data collection. New technological developments in law enforcement promise radical changes in the way our police officers collect and share data. In 2006 Puerto Rico submitted five projects in a Strategic Plan to request funds of Section 408 Traffic Records, to make improvements in the crash database system. The project was submitted according with the prioritized project that includes revisions on the new police accident report and the databases.

New developments since the original plan in 2006 have made necessary to modify the original projects. During the first months of 2009, the TRCC program was evaluated and members from the technical level were invited to join this effort. This was combined with a greater oversight from members from the Executive Level through the Traffic Records Coordinator. These were the two main recommendations of the Traffic Records Assessment in January 2007 for the TRCC structure.

Changes were needed in the relationship between the TRCC and some of the agencies represented in that Committee. Funds for the first year (2006) were assigned to the Police Department and Department of Transportation to improve their systems. This included the new digitalized police accident report with OCR technology, and the new data warehouse and modifications on the existing DOT database. New computer equipment was provided to the Accident Analysis Office. However, due to a lack of technical resources and oversight, little progress was made. Other situations, such as the turnout of human resources at the Accident Analysis Office and the hiring freeze have further deteriorated the timeliness of the data. In addition, the involvement of the Police Department in the TRCC was non-existent at the time of our evaluation in 2009.

The progress of the first project "Digital Crash Report Redesign" was hindered by several factors. By mid 2008, the existing form was revised and approved by the Traffic Records Coordinating Committee. However, by mid 2009 the Police Department had not adopted the new form or had a plan to adopt it by 2010. Although there was a plan to have a pilot program to capture crash reports electronically by the end of 2008, this did not occur nor was any equipment available to proceed with a pilot by February 2009.

The second project "Accident & Injury Surveillance Data Warehouse System" intended facilitating police officers the on-site capture, search, manage, and edit and transmission of the incident data directly into the system. The Police Department had made a significant investment during the past decade using Commonwealth funds to establish the necessary infrastructure to connect the 13 Regional Police Command Centers to the General Headquarters. The new technical level members of the TRCC found that even

tough there were many discussions on implementing a pilot program for the Police Department, there was not enough attention to the communications and data systems infrastructure at the Department of Transportation and Public Works. The pilot program did not have an implementation plan nor was any necessary equipment available by February 2009. A secondary digitalization system for patrols without electronic crash data collectors, for which funds were assigned, was never implemented by the Police Department.

As part of the TRCC reorganization, two sub-committees were formally established to have a continuous working agenda to fulfill the goals of the Committee. Sub-committee I tasks are to present a Crash Form Redesign in four months to the TRCC for final approval and oversee its implementation. Sub-committee II tasks are to present a Crash Records System project plan in four months to the TRCC for final approval and oversee its implementation. Meanwhile, the Traffic Records Coordinator arranged attendance to the Annual Traffic Records on July 2009 combined with a “scanning tour” in two states (Arizona and Texas). For the first time, a large interagency group attended the Forum, including a meeting with the NHSTA Project Manager for our Region 2. The group represented the Traffic Safety Commission, the Department of Transportation, the Police Department and the Public Service Commission (Commercial Vehicle Enforcement). Very important developments have taken place in the last few years in other jurisdictions and the TRCC realized that in order to achieve its mission, changes in goals and strategies were needed. The performance measures needed major changes, which the TRCC developed with support from NHSTA Region 2.

## **Performance Goals**

- Reduce the time between crash and data availability in the database by reducing the crash records backlog.
- Develop a pilot program to provide both electronic devices for crash records entry on-site and a web form to enter crash reports electronically from police stations or regions.
- Redesign the crash report for use both manually and electronically.
- Develop a traffic records data warehouse with initial emphasis on crash, vehicle and driver data. Development of crash records database to start live on January 1, 2011.
- Provide access to the Crash Records Database (and Data Warehouse in the future) to PRTSC board agencies.
- Analyze traffic data using both spatial (GIS) and statistical methods for the PRTSC.
- Integrate license point’s data into DAVID+ and activate the license suspension process for those violators with enough points to do so.
- Integrate weight and tonnage data for commercial vehicles into DAVID+.
- Provide for the development of a new Patient Care Report (PCR), NEMSIS compliant and new data systems that can be integrated to the Traffic Records Warehouse.

## **Performance Measures**

- Number of crash reports in the backlog entered into the database.
- Time between crash and data availability in DTPW database.
- Number of police regions submitting crash report data electronically to the database.
- Number of MMUCC data elements in the new PAR.
- Percent completed of development of new crash records database residing on DOT.
- Number of PRTSC board agencies with access to crash data (and the traffic records warehouse as it is developed).
- Number of users that can access the Crash Records Database (and the traffic records warehouse as it is developed).
- Number of years of fatality data processed for statistical and spatial (GIS) analysis.
- Number of driver licenses suspension warning notices issued.
- Number of driver licenses suspension notifications issued.
- Number of commercial vehicles with updated weight and tonnage information in DAVID+.
- Number of NEMSIS data elements included in the new PCR.

## **Strategies**

### **TR-07-01 Traffic Records Data processing and Analysis - PRTSC**

The Information Officer will provide the PRTSC Director and other staff crash data, as needed, by accessing the crash file maintained by the Accident Analysis Unit and other primary agencies that integrate the Traffic Record Coordinating Committee (TRCC). Data needs for problem identification for the development of the HSP and for the Annual Evaluation report and other needs on demand will be provided, focusing on the fatality and serious injury data. In order to coordinate the projects of the many agencies included in the TRCC a Traffic Records Coordinator was appointed. The short-range goal is to provide spatial and statistical analysis of the three most recent years of fatality data for the PRTSC. The medium-range vision of the TRCC is to provide an analysis tool that will serve the PRTSC and other agencies in the development of a Strategic Highway Safety Plan. The SHSP will serve as the main safety plan island wide across agencies and jurisdictions. Funding will cover personnel costs, materials, equipment, local and stateside training, consultants if needed, maintenance contracts to protect the data, and computer time.

### **TR-07-03 Traffic Records Technology Update – Police Department, DOT/ PRHTA**

With the implementation of the new digital Police Accident Report form data collected at the crash scene will be transmitted to the DOT database. The TRCC will work on these 2 methods simultaneously with the Traffic Police Bureau and one or more of the 13 Police Regions as a pilot program during 2010. The crash report will have two delivery avenues: electronic device and paper form entered in a web form. Funding will cover consultant costs, materials, equipment, and training of police officers in the new PAR and electronic equipment.

The Committee envisions using the same electronic device for e-tickets and crash reports in order to rapidly progress towards achieving traffic records data. E-tickets are in the development stage and should be implemented in 2011. Another goal for the e-tickets program is to receive daily updates of tickets issued for the different enforcement programs to improve oversight. The TRCC will also get involved in the plans for an EMS Forum and provide the necessary support for proposal(s) to update EMS data collection, storage and integration with other traffic records data.

The TRCC is also working on the effort to update driver violation information and process those with enough points in the license in a timely and efficient manner. Another step in this direction is to collect and integrate weight and tonnage data for commercial vehicles into DAVID+ by improving enforcement activities and permanent weight stations. Additional alternatives currently under study include integrating data from the Planning Areas of the DTPW may provide valuable information for additional enforcement.

#### **TR-07-08 Crash and Injury Surveillance Data Warehouse and Statistical System- Police Department and DTPW / PRHTA**

A new digital Police Accident Report form will be implemented to collect crash data at the scene with more accurate and reliable information from the Police Department and Department of Transportation databases. Using existing GIS mapping layers from the Police Department and the new electronic device, crash data could be updated daily into a new system in the Department of Transportation. Also, the web form will include a location tool to electronically transmit data and approximate location real-time into the database. The crash data warehouse system will in time include access to DAVID+ and other traffic records for automatic entry of driver and vehicle information into crash reports and to share the data between agencies. The TRCC envisions that once the data is available in the warehouse, any effort to retrieve any necessary statistical analysis will be small enough to include it as an early phase of the project. Funding will cover consultant costs, materials, equipment, and training of police officers in the new PAR web form.

#### **TR-07-09 Crash Form Redesign – Police Department, DTPW / PRHTA, Public Service Commission**

The TRCC found that the Police Accident Report approved by the Committee in 2008 was not final. In addition, the use of OCR for this form made it cumbersome and unreadable. TRCC Sub-committee 1 found no other jurisdiction using OCR for crash reports. Furthermore, Arizona DPS recent experience with OCR was a disaster with an average 35% error rate. Therefore, it was decided to redesign the paper form that could also be easy to read in an electronic device (on-site or by web form).

The TRCC has no option but to implement the new form by January 2011 along with a new crash data system. We learned that there is a training process that should run simultaneously with the development of a new crash data system in order to implement

both the new form and the new system at the same time. The Committee also found that many municipalities use the same PAR, but with a Municipal Form number, which will need to change as well. Some municipalities are in the process of implementing electronic forms, further complicating the mission to implement the new form island wide. It was decided to implement during 2010 an electronic training system (video, possibly web based) with supplemental materials (manuals, visor cards, and others) and a regional “train the trainer” approach in order to reach all officers involved in crash form preparation.

#### **TR-07-10 Traffic Records Backlog Update – PRTSC, DOT/ PRHTA**

At the moment of the 2009 TRCC evaluation, there were in excess of 900,000 paper PAR’s in the backlog. The Accident Analysis Office does not have the manpower to even reduce this backlog due to the personnel losses and hiring freeze. Therefore, an aggressive program to catch up the data with external resources must be implemented in 2010. This in combination with the electronic submission of PAR by the Police Department should relieve the Accident Analysis Office. This will allow backlog entry quality assurance and control, training for the Police Department and other crash data quality control and analysis duties to be taken over by the office without further resources. Funding will cover consultant costs, purchase of materials and equipment.

A similar program is in the development phase for e-tickets which will allow for instant collection of traffic violation data from the Police Department. In addition, improvements in the driver and vehicle information system (DAVID+) will allow integration of additional traffic records data.

# NON-OCCUPANT SAFETY

## PS-08

### Overview

Pedestrian and other non-occupant fatalities have been a major traffic safety problem since the creation of the PRTSC in 1972. Nationwide, pedestrian fatalities account for about 11% of all fatalities, yet, in large, congested cities such as New York, they account for over 30% of all traffic fatalities. In Puerto Rico, with its high population density, pedestrian fatalities represent 34% of the total fatalities.

As shown on Table XVII, for the last five years, an average of 34% of all traffic fatalities in Puerto Rico were non-occupants. Also, averages of 13 bicyclists were killed annually.

**TABLE XVII                    DISTRIBUTION OF NON-OCCUPANT FATALITIES  
BY TYPE AND YEAR**

Fatality Type	2004	2005	2006	2007	2008	Average
<b>Bicyclists</b>	16	11	20	6	12	13
<b>Horse Rider or other</b>	0	2	2	1	1	1
<b>Pedestrian</b>	163	134	140	144	127	142
<b>Skaters</b>	0	0	0	0	0	0
<b>Total Non Occupant Fatalities</b>	177	147	162	151	140	156
<b>Total Fatalities</b>	<b>495</b>	<b>457</b>	<b>508</b>	<b>452</b>	<b>399</b>	<b>463</b>
<b>% of Total Fatalities</b>	<b>36%</b>	<b>32%</b>	<b>33%</b>	<b>34%</b>	<b>35%</b>	<b>34%</b>

DATA SOURCE: FARS 2004 - 2008

Averages of 28% of the pedestrian fatalities were positive to alcohol, and 13% were positive to drugs (Table XVIII). Also, for the last five years, 41% of the pedestrian fatalities by age were over 55 (Table XIX).

**TABLE XVIII                    IMPAIRMENT IN PEDESTRIAN FATALITIES**

CY-Year	Pedestrian Fatalities	BAC Positive	Drug Positive
<b>2004</b>	163	35%	13%
<b>2005</b>	134	23%	8%
<b>2006</b>	140	22%	20%
<b>2007</b>	144	31%	11%
<b>2008</b>	127	27%	12%
<b>Average</b>	<b>142</b>	<b>28%</b>	<b>13%</b>

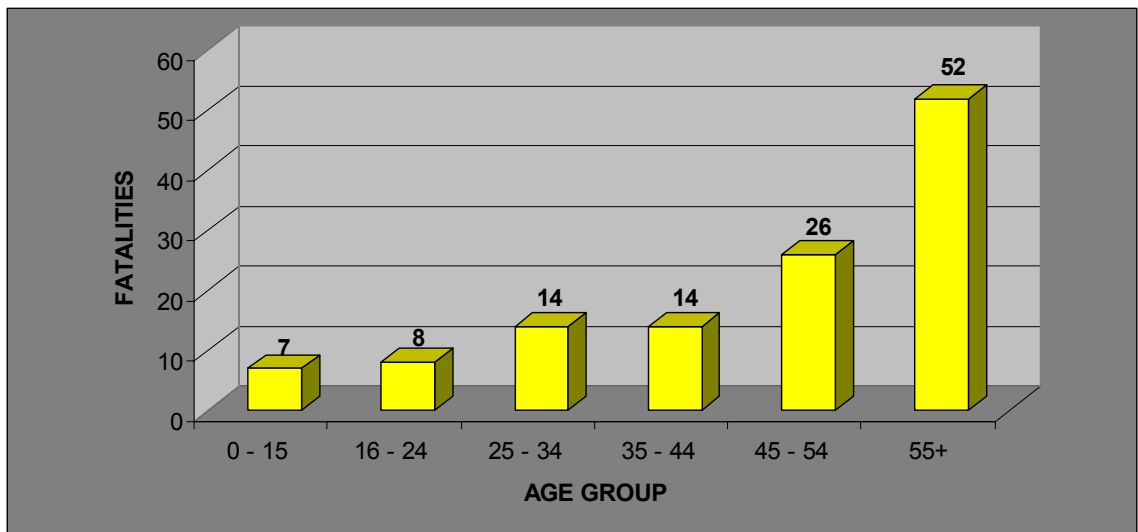
DATA SOURCE: FARS 2004-2008

**TABLE XIX 55 + PEDESTRIAN FATALITIES BY YEAR**

Years	Fatalities 55 +	Total	Percentage
2004	59	162	36%
2005	64	134	47%
2006	57	140	41%
2007	55	144	38%
2008	52	127	41%
<b>Total</b>	<b>287</b>	<b>707</b>	<b>41%</b>

DATA SOURCE: FARS 2004-2008

**FIGURE XII PEDESTRIAN FATALITIES BY AGE GROUP FY2008**



DATA SOURCE: FARS 2008

Awareness of the dangers of becoming another victim in a traffic crash to pedestrians and cyclists is very important. Motorists must be aware of their responsibilities towards pedestrians and cyclists as well. Puerto Rico’s Vehicle and Traffic Law includes Articles on the responsibilities of the pedestrian and bicyclist as well as responsibilities of drivers towards pedestrians and bicyclists, but this information has not been widely disseminated.

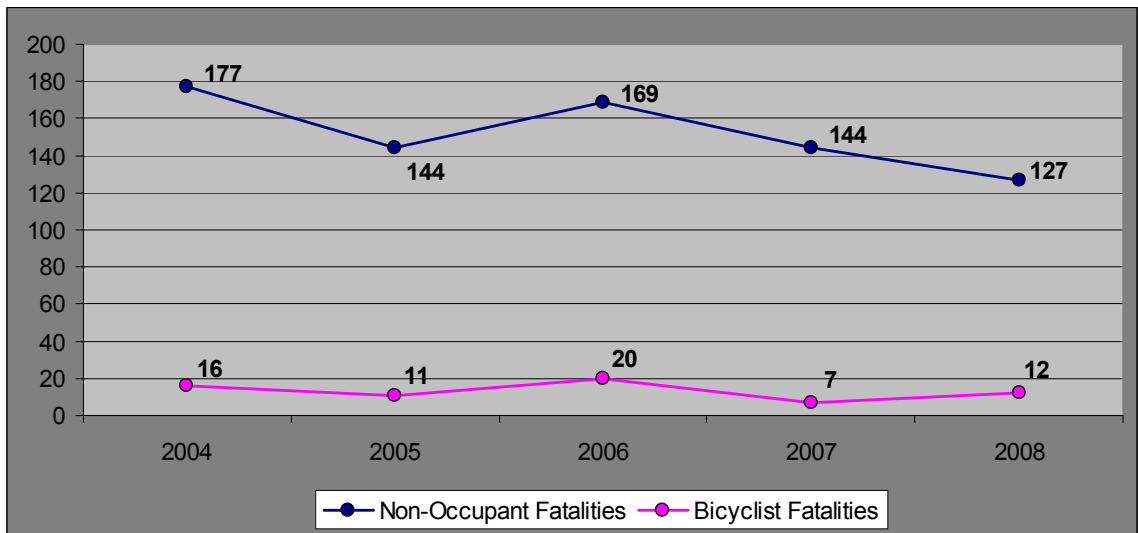
Studies have shown that in order to impact a behavior, efforts must be directed to an age group several years before the onset of the behavior. Therefore, preparing elementary school children on safe driving, pedestrian and bicyclist behaviors can result in safer pedestrians and other non-occupants in the future. Raising awareness to the 50+ population can have an impact on the immediate problem.



Traffic calming measures are known to reduce pedestrian fatalities. However, concentration of pedestrian fatalities in certain areas has not yet been identified. In the Traffic Engineering module, the Impact Team will be charged with identifying any possible measures to address the pedestrian problem.

Bicyclist safety requires the support and coordinated effort of multidisciplinary agencies to carry out the message that bicyclists should follow the same rules of the road as motorists and the importance of sharing the road. Figure XIII shows the bicyclist and non-occupant fatalities by year.

**FIGURE XIII BICYCLIST AND NON-OCCUPANT FATALITIES BY YEAR**



DATA SOURCE: FARS 2003 - 2007

Enforcement efforts in the Alcohol module and the Police Traffic Services module will help reduce the incidence of DWI and speeding. We believe this effort will have an impact in reducing pedestrian, bicyclists and other non occupant fatalities.

### Performance Goals

- Reduce pedestrian fatalities from an average of 156 (five year average) to 141 in 2010
- Reduce bicyclist fatalities from an average of 13 (five year average) to 10 in 2010
- Reduce total non occupant fatalities from a five year average of 156 to 150 in 2010
- Conduct educational campaigns on pedestrian and bicycle safety as well

### Performance Measures

- Number of pedestrian and bicyclist fatalities
- Number of educational materials developed and distributed
- Number of students educated on pedestrian and bicycle safety
- Number of elderly reached

## **Strategies**

### **PS-08-01 Non Occupant Coordinator - PRTSC**

A comprehensive non-occupant safety program that includes public awareness, enforcement and engineering countermeasures requires coordination at the PRTSC level. Personnel costs of a coordinator, production and purchase of educational materials, local and stateside travel, and per diem.

### **PS-08-02 Traffic Safety Education Park – PRTSC-Arecibo**

The Traffic Safety Education Park (PESET) in Arecibo provides classroom education and experience as a driver, pedestrian and bicyclist to 7 to 10 year olds on a replica of a typical Puerto Rican town and country roads. Reservations to attend the park are made by school teachers around the island. Personnel costs for a director, educators and administrative staff, material, office supplies, equipment, travel and per diem are funded.

### **PS-08-03 Non Occupant Mass Media Campaign - PRTSC**

Mass media materials will be developed to make pedestrians, bicyclist and drivers aware of their responsibilities as they share the roads. In addition, funds will provide for expenses related to special activities such as “Back to School”, “Walk to School Safely” and “Pedestrian Safety Month”. In addition create a new campaign addressed to the 55+ population.

### **PS-08-11 Traffic Safety Education Park - Caguas**

The municipality of Caguas established an educational park, similar to PESET in coordination with the PRTSC. The land area and construction are provided by the Caguas administration and traffic safety funds will provide for a project director, educators, materials, equipment, electric cars, and bicycles.

### **PS-08-18 Traffic Safety Education Park - Luquillo**

The municipality of Luquillo has decided to establish an educational park, similar to PESET in coordination with the PRTSC. The land area and construction are provided by the Luquillo administration and traffic safety funds will provide for a project director, educators, materials, equipment, electric cars, and bicycles. Due to the geographical location, this park will serve the East side of the Island.

# DRIVER EDUCATION

## DE-09

### Overview

During the time period from 2004 to 2008, an average of 450 persons were killed every year due to traffic crashes. For the same period an average of 31 fatalities involved large trucks, commercial vehicles, public transportation and school buses that transport cargo, hazardous materials, general public and children. During 2008, there were 29 crashes that involved medium and heavy trucks. It is vitally important to constantly reassess existing safety measures to commercial motor carrier drivers and school bus transportation operators.

**TABLE XX                      FATALITIES IN CRASHES INVOLVING  
LARGE TRUCKS BY YEAR**

Year	Total Fatalities
2004	26
2005	40
2006	33
2007	23
2008	31
<b>TOTAL</b>	<b>153</b>

DATA SOURCE: FARS 2004 - 2008

### Performance Goals

- Reduce fatalities involving large trucks, commercial vehicles and school buses from an average of 31 (five year average) to 29 in 2010
- Conduct training and educational seminars on school bus and large truck safety

### Performance Measures

- Number of fatalities involving large trucks, commercial vehicles and school buses
- Number of courses given
- Number of groups reached

### Strategies

#### **DE-09-03      Safety Training for Commercial Motor Carrier -PSC**

Training and seminars in the group that involves school bus drivers, public transportation drivers and other commercial and heavy vehicle drivers will help create awareness among them. Materials, equipment and training related costs will be funded in this project.

# **EMERGENCY MEDICAL SERVICES**

## **EM-10**

### **Overview**

Coordination between the Commonwealth EMS Director, Municipal EMS systems, private providers and volunteers has been a major problem for years, therefore they must be improved. Lack of coordination is affecting efficiency and effectiveness in the deployment of resources. To address this problem, an EMS summit is planned where all of the stakeholders can meet, identify problems and agree on solutions.

An effective and efficient EMS system is recognized as a necessary component of a comprehensive traffic safety program.

### **Performance Goals**

- Hold an EMS summit

### **Performance Measures**

- Number of problems and solutions identified at summit

### **Strategies**

#### **EM-10-11 EMS Strategic Planner-PRTSC**

To establish the EMS program in Puerto Rico is one of our priorities in accordance to the NHTSA's EMS mission. By years, the lack of coordination has been affecting the implementation of the program. A key to address the success of this program area, is to involve EMS directors state and municipalities; private providers and volunteer organizations. Those agencies will work in conjunction to attack the root to the problem to the problem related to EMS in Puerto Rico. A liaison at PRTSC level is required. Personnel costs, travel, per diem, consultant, materials, and other related expenses will be funded.

#### **EM-10-20 EMS Summit-PRTSC**

An EMS Summit planned for previous years to bring EMS stakeholders together, identify problems and agree on solutions will be held in early 2010. It is expected that as a result of the summit, additional projects will be incorporated into the HSP. Materials, meeting rooms and other expenses related to the summit will be funded.

# Traffic Engineering

## TE-11

### Overview

In seeking solutions to Puerto Rico's traffic safety problems, the four "E's" that comprise a comprehensive traffic safety program (Education, Enforcement, Engineering, and EMS) must be considered. Elimination of hazards on the roadway that may cause or aggravate traffic crashes is one of the engineering strategies that can help improve traffic safety.

The engineering component of hazard elimination requires a team of experienced professionals from PRHTA's Road Safety Audit Division that attend both citizen's requests and proactive analysis of hazardous road segments and intersections. After a Road Safety Review process, the team determines which locations will be given priority. The team then provides in-house design for road safety improvements ready for bidding by the PRHTA. PRTSC provides funds for personnel, vehicle, and equipment as well as for construction of road improvements by reimbursement. These funds are supplemented by Highway Safety Improvement Program funds. However, there are some larger projects which cannot be designed in-house and presented a challenge in our efforts to improve hazardous conditions on longer corridors or roads with high speeds and/or traffic volumes. Starting in 2010, PRTSC will dedicate a portion of the traffic engineering resources to reimburse design costs for these challenging projects (including safety corridors) which cannot be deferred any longer.

Some examples of road safety improvements that have been or will be included in Hazard Elimination projects are as follows:

- Roadside improvements (Barriers, Impact Attenuators, removal of obstacles)
- Pavement markings and signing
- Traffic signal installation or improvements
- Geometric improvements (traffic canalization, dangerous intersection closures)
- Delineation strategies (Raised Pavement Markings, Traffic Delineators)
- Innovative road departure countermeasures (rumble strips)
- Safety corridors – larger projects which include improvements in road segments and intersections for a pre-determined corridor area.

Time frames for implementing improvements depend on the nature and scope of the projects. Larger projects require compliance with Commonwealth bidding procedures. Additional involvement in work zone safety training by initiative of the Road Safety Audit Division contributes to our educational efforts.

Some road safety improvement projects are low cost and can provide high impact can be implemented rapidly. For these projects, recommendations and follow up from the traffic safety Impact Team with representation from DOT and PRTSC personnel can facilitate implementation by the DOT maintenance and/or construction crews without the cost of larger bidding commitments.

- Design of PESET ranges in Caguas and Luquillo (to be implemented in FY 2010)
- Bicycle lanes and share the road signage improvements.
- Pavement markings and traffic sign improvements for hazardous spots.

Projects in this module will also complement the activities included in the Non Occupant and Motorcycle modules by providing the needed signage and other markings to improve pedestrian, bicyclist and motorcyclist safety.

## **Performance Goal**

- Increase the percent of hazard elimination construction funds liquidated
- Implement roadside improvements (Impact Attenuators, NCHRP 350 upgrades)
- Implement island wide road departure countermeasures
- Implement head-on crash countermeasures on high priority rural corridors
- Increase the amount of projects completed by the Impact Team.

## **Performance Measures**

- Percent of hazard elimination construction funds liquidated
- Number and cost of roadside improvement projects implemented
- Number and cost of projects implemented
- Number of kilometers with shoulder rumble strips
- Number of kilometers with centerline rumble strips
- Number of Impact Team projects completed

## **Strategies**

### **TE-11-01 Impact Attenuator and Special Projects – DOT&PW**

Based on need studies and input from the Impact Team smaller projects identified in high crash locations or in hazardous roads will be implemented. Attenuators, road signs, signals and reflectors will be installed and pavement markings improved. Materials, equipment, personnel costs, local travel and per diem will be funded.

### **TE-11-02 Impact Team - PRTSC**

The Impact Team will meet regularly with members from DOT engineering, PW/HA public awareness and PRTSC administration to identify crash locations where low cost, high pay off improvements can be quickly implemented. A project coordinator, secretary, salaries, training, local and stateside travel, equipment, and materials will be funded.

### **TE-11-03 Traffic Signal Installation - DOT&PW/HA**

Based on needs studies, crash data analysis, citizen's requests and input from the Impact Team, traffic signals will be installed to eliminate identified hazardous situations. Road signs and Pavement Markings as part of the intersection influence area in which the Traffic Signal is installed will be included. Construction costs will be funded with this project.

### **TE-11-08 Pavement Markings - DOT&PW/HA**

Based on needs studies equipment, road signs, paint, reflectors, delineators and certain construction costs will be funded to paint, install traffic signs and markings to improve safety including rumble strips for shoulders. Road signage for pedestrian, bicycle and motorcycle safety to complement those program areas are included.

### **TE-11-10 Roadside Safety Audit Team - HA**

The Safety Audit Team will be conducting the needs studies to determine the hazard elimination projects to be implemented. The locations will be selected based on needs studies, crash data analysis, citizen's requests and input from the Impact Team. This project will contribute to educate important partners for road safety in aspects regarding work zone safety, signing, pavement markings and safety reviews among others. Personnel costs, materials, consulting services, training and travel will be funded.

### **TE-11-13 Special Projects - HA**

Large projects are grouped under this project number. These include but are not limited to: Roadside improvements (Impact attenuators, barriers and obstacle removal), traffic signal installation and geometric improvements. During 2010, the project will also reimburse design costs for larger safety projects. In addition, a contribution to island wide rumble strip countermeasures on NHS routes may be included.

# Paid Media

## PM-12

### Overview

The Puerto Rico Traffic Safety Commission Paid Media Efforts are an indispensable element in every mobilization and in our education mission in general. With the Paid Media we assure that our message is delivered to a specific public, in accordance to our education program. This is possible by having in consideration two elements: (1) The selection of our target group to every program and (2) the usage of the frequency strategy (continuous repetition). The statistics data allows us to identify our target group. With the frequency strategy, we assure that our message reaches the National and Regional Media.

### Performance Goals

- Effective positive change in attitudes toward our traffic safety measures
- Continue the effort to convince our target audience of our message
- Accomplish that the Target Market rigorously adopts the road safety message and make it part of their lifestyle
- Increase recognition of the PRTSC message
- Increase from 75% to 85% the Earned Media bonuses. These include interviews, news reports, and exposition as exchange of Paid Media

### Performance Measures

- Amount of Paid Media time
- Amount of Earned Media time

### Strategies







- TV, Radio, Press, Magazine, Internet, Outdoor Media, among others, to implement our message.
- Radio is our main media to deliver our message. Other Media used are the Television, Press and Alternative Media, as efforts, which have work successfully.
- Attain more Internet exposition for that innovator public that cannot be reached through out the traditional media such as radio or press.
- Focus our message accordingly to the specific and diverse target of each campaign.

Table XXI shows the Paid Media Projects and the educational material used for each campaign.



**TABLE XXI**

**PAID MEDIA PROJECTS**

Code	Project	Educational Material
<p><b>PM -12-01</b> <b>PM -12-02</b></p>	<p>Impaired Driving Campaign Youth Impaired Driving Campaign</p>	
<p><b>PM -12-03</b></p>	<p>Speed and Aggressive Driving Campaign</p>	
<p><b>PM -12-06</b></p>	<p>Child Restraint and Fitting Station Campaign</p>	
<p><b>PM -12-07</b></p>	<p>Safety Belt Campaign</p>	
<p><b>PM -12-10</b></p>	<p>Pedestrian Safety Campaign</p>	
<p><b>PM -12-12</b></p>	<p>Motorcycle Safety Campaign</p>	

# MOTORCYCLE SAFETY

## MC-13

### Overview

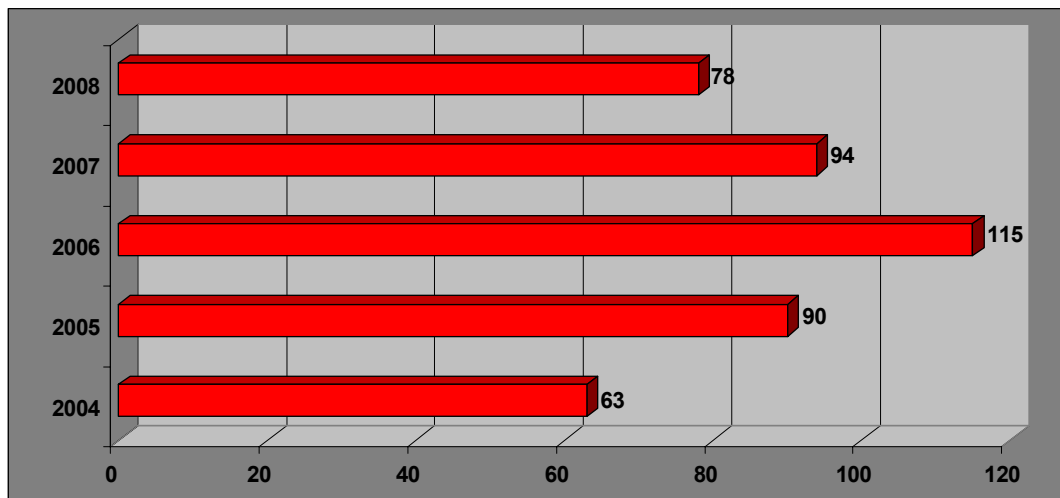
Recent data indicates that in Puerto Rico, motorcycle registrations have increased dramatically and also, fatal crashes involving motorcycles, as shown in Table XXII. From 2004 to 2008, motorcycle fatalities island-wide almost doubled. During 2004, a total of 63 motorcyclists were killed in fatal crashes, while for the year 2006, a total of 115 motorcyclists were involved in the total fatalities. For the year 2007, a total of 94 motorcyclists were killed of the total fatalities. During 2008 a total of 78 motorcyclists were killed of the total of fatalities, showing a reduction of 15% compared to the previous year. See Figure XIV.

**TABLE XXII MOTORCYCLE REGISTRATIONS BY YEAR**

YEAR	REGISTRATIONS	TOTAL OF REGISTRATIONS
2004	19,979	79,079
2005	44,824	123,903
2006	24,553	148,456
2007	9,325	157,781
2008*	3,227	161,008

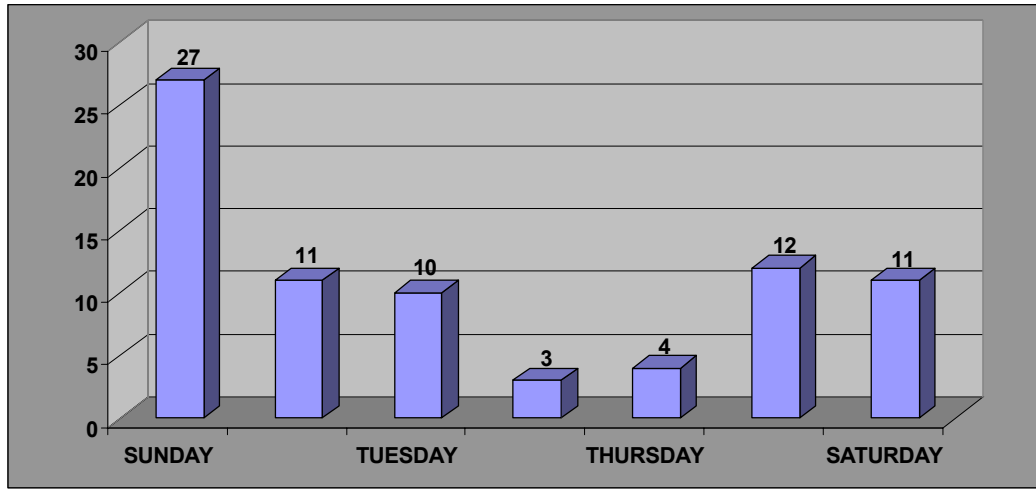
DATA SOURCE: DOT 2004 – 2008 \* Data to November 24, 2008

**FIGURE XIV MOTORCYCLE FATALITIES BY YEAR**



DATA SOURCE: FARS 2004 – 2008

**FIGURE XV MOTORCYCLE FATALITIES BY DAY OF WEEK FY2008**



DATA SOURCE: FARS 2004 – 2008

Data also reveals that 46% of these fatal crashes occurred during weekends. The day of the week with the highest motorcycle fatalities in Puerto Rico for year 2008 was Sunday, with a total of 27 fatalities. See Figure XV. Table XXIII reveals that our major problem with motorcycle fatalities is the 20-29 age group. Even though there has been a slight reduction in fatalities throughout the years, during 2008 that age group (20-29) had a total of 29 fatalities.

**TABLE XXIII MOTORCYCLE FATALITIES BY AGE**

Year	Age							Total
	<20	20-29	30-39	40-49	50-59	>59	Unknown	
2004	5	30	16	10	1	0	1	63
2005	8	45	16	11	8	2	0	90
2006	17	45	28	18	4	3	0	115
2007	14	38	23	11	3	2	3	94
2008	10	29	19	14	4	2	0	78

DATA SOURCE: FARS 2004 - 2008

Even though we have tough fines for motorcyclists and the proper gear they must use while riding their motorcycle, fatalities by helmet use, as shown on Table XXIV, show that the highest number of fatalities occur with un-helmeted motorcyclists. See Table XXV for the results of BAC in drivers and motorcycle drivers involved in fatal crashes.

**TABLE XXIV MOTORCYCLE FATALITIES BY HELMET USE AND LIVES SAVED ESTIMATES**

Year	Fatalities					Lives Saved Estimates**	
	Total	Helmeted	Un-helmeted	Unknown Helmet Use	Percent Known Helmeted*	Lives Saved at Current	Addition al Lives
						Helmet Use	Savable at 100% Helmet
						Usage	
2004	63	21	42	0	33%	12	16
2005	90	37	53	0	41%	22	20
2006	115	50	65	0	43%	29	24
2007	94	29	65	0	31%	17	24
2008	78	28	50	0	36%	17	19

\*Percent Based Only Where Helmet Use Was Known \*\*Lives Saved Estimates (Sum of columns may not equal other published numbers due to rounding) DATA SOURCE: FARS 2004 - 2008

**TABLE XXV BLOOD ALCOHOL CONCENTRATION (BAC) FOR DRIVERS/ MOTORCYCLE RIDER (OPERATORS) INVOLVED IN FATAL CRASHES**

Year	Surviving Drivers/Motorcycle Rider			Killed Drivers/Motorcycle Rider			Total Drivers/Motorcycle Rider		
	Total	With Blood Alcohol Concentration		Total	With Blood Alcohol Concentration		Total	With Blood Alcohol Concentration	
		(BAC) Results Reported to FARS			(BAC) Results Reported to FARS			(BAC) Results Reported to FARS	
		Number	Percent		Number	Percent		Number	Percent
2004	404	217	54	221	180	81	625	397	64
2005	365	214	59	236	195	83	601	409	68
2006	388	264	68	270	227	84	658	491	75
2007	376	246	65	237	218	92	613	464	76
2008	328	218	66	207	166	80	535	384	72

DATA SOURCE: FARS 2004 – 2008

In reviewing the data and literature, it became evident that this is an emerging problem in the United States and Puerto Rico. The *National Agenda for Motorcycle Safety*, NHTSA's *Motorcycle Safety Program, the Guidelines for motorcycling Operator Licensing from NHTSA with cooperation of AAMVA and the recommendations from the Hurdy Study*, part of the literature reviewed, clearly established the elements necessary for a comprehensive motorcycle safety program: Licensing, Rider Education, Helmets and other safety gear, Enforcement, Vehicle design (braking), Infrastructure and Emergency Response.

Motorcycle safety in Puerto Rico suffered from many deficiencies, because there was no motorcycle license or endorsement requiring rider education. On August 10, 2007 the legislation for motorcycle safety was signed by the Governor of Puerto Rico; it includes a motorcycle endorsement, eliminating the learner's permit, requiring a written and road test and providing rider training. The use of a DOT helmet and proper clothing, among other provisions are also included.

Motorcyclists were not considered in road design or maintenance, but the PRTSC has already identified road hazards through a study made by University of Puerto Rico, Mayaguez Campus, where we are going to develop signs and a hazards elimination project. Public information and education campaign materials directed to motorists and motorcyclists on how to share the road, as well as motorcyclist safety, were developed in 2007 and 2008. They will continue to be distributed.

To implement an effective motorcycle program, not only motorcyclists but also, PRPD and Municipal Police must be trained. Funding will help establish training sites with equipment, materials, supplies and training expenses for the rider coaches. In addition to that, the PRTSC is going to start educating students throughout schools and colleges around the island.

Also, training of EMT's directed to motorcycle clubs, individual rider groups, Puerto Rico Police Department and Municipal Police in the "First There, First Care" course with emphasis on the new section on safely removing an injured motorcyclists helmet, will continue as a means of saving lives of injured motorcyclists.

## **Performance Goals**

- Reduce Motorcycle fatalities by 25% from 78 in 2008 to 57 by 2010

## **Performance Measures**

- Number of motorcycle fatalities
- Number of instructors trained
- Number of motorcycle operators trained and licensed
- Number of campaign materials developed and distributed
- Number of EMT's and motorcyclists trained in the "First There, First Care" course
- Number of road signs installed

## **Legislative Goals**

- Legislation became law requiring a motorcycle license or endorsement, written and road test

## **Strategies**

### **MC-13-03 Motorcycle Safety Training - PRTSC**

Training for instructors using the MSF curriculum will be provided. Funding for local and stateside training and travel is included.

### **MC-13-04 Motorcycle Enforcement and Training - PR Police**

In order to increase enforcement of motorcycle violations, training for traffic officers including Municipality Police, will be developed and offered. Since stopping a motorcyclist is more dangerous than stopping a car, proper techniques will be taught along with the appropriate articles of law. Enforcement efforts will focus on coastal areas, where motorcycle crashes are occurring, during weekends, especially Sunday.

### **MC-13-06 Motorcycle Safety Coordinator and Public Information Campaign - PRTSC**

A comprehensive motorcycle program that includes public awareness, enforcement and engineering countermeasures requires coordination at the PRTSC level. Personnel costs of a coordinator; travel; per diem and production and purchase of equipment and educational materials on sharing the road by cars and motorcycles, proper gear, and other safety issues will be funded. These materials will target the 20-49 year old riders and include print, videos and others for use by PRTSC, DMV, dealers, motorcycle groups and insurance companies. Also, the emergency response training “First There, First Care”, with emphasis on the new section on removing the helmet of an injured motorcyclist will continue to be conducted. Training members of motorcycle groups and public in general, will continue, including the PRPD and Municipal Police.

### **MC-13-08 MSF Training - DMV**

The new approved law requiring written and road testing for a motorcycle license endorsement will also provide for rider training. In order to gear up for the demand, Rider Coaches must be developed and certified ranges must be established. The DMV already has four ranges in Puerto Rico, but DMV and Municipalities have identified potential sites and are being evaluated for certification of four additional four. At the present, there are two Rider Coaches, trained in New York, and they have trained DMV examiners and have given training to rider groups. Efforts will be made to have them become Chief Instructors with the ability to train and certify Rider Coaches in Puerto Rico. Funding will help establish the training sites with equipment, materials, supplies and training expenses for the Rider Coaches.

## **STATE CERTIFICATIONS AND ASSURANCES**

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

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

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

### **Certifications and Assurances**

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

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

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

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

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

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

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

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

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

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



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

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

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

The State will provide a drug-free workplace by:

- a) - Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b) - Establishing a drug-free awareness program to inform employees about:
  - 1) The dangers of drug abuse in the workplace.
  - 2) The grantee's policy of maintaining a drug-free workplace.
  - 3) Any available drug counseling, rehabilitation, and employee assistance programs.

- 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) - Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d) - Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
  - 1) Abide by the terms of the statement.
  - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e) - Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) - Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
  - 1) Taking appropriate personnel action against such an employee, up to and including termination.
  - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by Federal, State, or local health, law enforcement, or other appropriate agency.
- g) - Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

## **BUY AMERICA ACT**

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

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

## **POLITICAL ACTIVITY (HATCH ACT)**

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

## **CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

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

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, sub grants, and contracts under grant, loans, and cooperative agreements) and that all sub recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed

by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

## **RESTRICTION ON STATE LOBBYING**

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

## **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

### *Instructions for Primary Certification*

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

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

***Certification Regarding Debarment, Suspension, and Other Responsibility  
Matters-Primary Covered Transactions***

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

***Instructions for Lower Tier Certification***

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to whom this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

*Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions:*

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal debarment or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

**ENVIRONMENTAL IMPACT**

The Governor's representative for Highway Safety has reviewed the State's Fiscal Year 2010 Highway Safety Planning Document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this plan will be modified in such a manner that a project will be instituted that could affect environmental quality to the extent that a review and statement will be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



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Miguel A. Santini-Padilla  
Executive Director

Date: September 1, 2009



# HIGHWAY SAFETY COST SUMMARY 2010

State: Commonwealth of Puerto Rico

Date: September 1st, 2009

Program Area	Approved Program Costs Increase/(Decrease)	State/Local Funds Current Balance	Federally Funded Programs	Federal Share to Local
154-AL	\$2,100,000.00			
154-HE	\$2,000,000.00			
154-PA	\$150,000.00			
154-PM	\$300,000.00			
164-HE	\$2,500,000.00			
164-AL	\$1,900,000.00			
164-PM	\$300,000.00			
164-PA	\$190,000.00			
402-AL	\$0.00			
402-YA	\$0.00			
402-PS	\$360,000.00			
402-PT	\$520,000.00	\$37,778,000.00		
402-PA	\$250,000.00	\$1,178,799.00		
402-CP	\$900,000.00			
402-OP	\$145,000.00			
402-TR	\$55,000.00			
402-DE	\$0.00			
402-EM	\$25,000.00			
402-PM	\$245,000.00			
2010	\$100,000.00			
410	\$1,800,000.00			
408	\$1,906,022.00			
406	\$400,000.00			
K2 405	\$390,000.00			
<b>Total NHTSA</b>	<b>\$16,536,022.00</b>	<b>\$38,956,799.00</b>		
<b>Total FHWA</b>				
<b>Total NHTSA &amp; FHWA</b>	<b>\$16,536,022.00</b>	<b>\$38,956,799.00</b>		

State Official Authorized Signature:



NAME: Miguel A. Santini-Padilla

TITLE: Executive Director

DATE: September 1st, 2009

HS Form 217

Federal Official Authorized  
Signature:

NHTSA -  
NAME: \_\_\_\_\_

TITLE: \_\_\_\_\_

DATE: \_\_\_\_\_

Effective  
Date: \_\_\_\_\_

# CREDITS

*The FY2010 Highway Safety Plan was prepared by the following PRTSC staff:*

- ☞ Karylia Dávila – Impaired Driving Coordinator*
- ☞ Vivian Pedraza – Occupant Protection Coordinator*
- ☞ Ramón Castrillón – Motorcycle Safety Coordinator*
- ☞ Melvies Rodríguez – FARS Analyst*
- ☞ Abelardo Achécar – Data Collector*
- ☞ Omayra García – Monitor I*
- ☞ Luz Marrero – Monitor I*
- ☞ Juan R. López – Monitor I*
- ☞ Felícita Chinaa – Monitor II*
- ☞ José M. Bigio – Traffic Engineering & Impact Team*
- ☞ Kathy de Jesús – Public Relations Official*
- ☞ Digna R. Collazo – Administrative Auxiliary*
- ☞ María I. Malavé – Federal Funds Accountant*
- ☞ Alexis Nevárez – PRHTA Engineer*
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- ☞ Carlos E. Torres – Planning Director*

*Cover photos by: Sol Meléndez Román.*



