



COMMONWEALTH OF
PUERTO RICO
Puerto Rico Traffic Safety
Commission

Puerto Rico Annual Report FY 2015



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PUERTO RICO
TRAFFIC SAFETY
COMMISSION

Annual Report cover shows a photo of Exit 18 on Puerto Rico Highway 53 (PR-53) in the Municipality of Naguabo. This is located on the east side of the Island. This road stretches from the municipality of Fajardo to Salinas. Some segments are still under planning, but when finished it will have about 59 miles (95 km) of length. It will connect the cities of Fajardo, Ceiba, Naguabo, Humacao, Yabucoa, Maunabo, Patillas, Arroyo, Guayama and Salinas, thus bordering the entire eastern and southeastern coasts of Puerto Rico. Its northern terminus is at PR-3 and PR-194 in Fajardo, and its south terminus is at PR-52 in Salinas.

In the background you can see part of El Yunque, which is the only tropical rain forest in the United States.

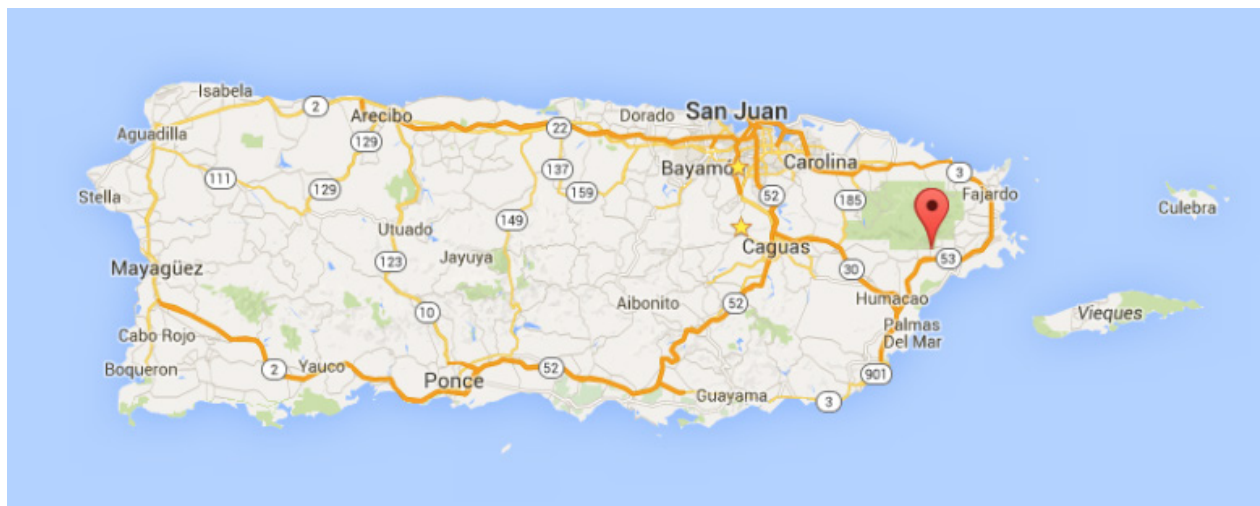


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**MESSAGE FROM GOVERNOR'S REPRESENTATIVE
OF THE PUERTO RICO TRAFFIC SAFETY COMMISSION
HON. MIGUEL A. TORRES, PE**

As Secretary of Transportation and Public Works, and Chairman of the Board of the Puerto Rico Traffic Safety Commission (PRTSC), I am indeed proud of this Annual Evaluation Report for fiscal year 2015 which details promising achievements in major areas of traffic safety, thus lowering fatal crashes in spite of an increasing number of vehicles jamming our roadways.

Up to-date data suggests remarkable results never before accomplished, mainly attributed to aggressive law enforcement on behalf of the State and Municipal Police Corps, highly effective educational programs, and high and low cost improvements on roads and highways infrastructure; altogether, resulting in significant reductions of crashes and fatalities, specially in high-incidence locations and anywhere else on the Island.

The creation of Puerto Rico's Traffic Safety Committee has been instrumental in effectively implementing around the clock policies to address any sudden changes in driving and non-occupant behavior that could bring about an up-ward trend in fatalities and property damages. It seems to be the case of pedestrians, whose recent and unexpectedly high fatality rate has been attributed to both driver and pedestrian negligence. Nevertheless the Committee's immediate response, designing strategies to slow-down the number of pedestrian fatalities, will eventually be effective in a short period of time.

One of the Committee's great achievements in contributing to traffic safety is a \$30 million assignment from the Federal Highway Administration, a much needed resource to continue strengthening our efforts and commitment to the cause of saving lives on our roadways.

Numerous proactive initiatives decisively influenced break down annual death tolls these days. These include major legislation and executive orders, highly publicized non-occupant education, and more recent laws banning use of cellular phone without a hands free device and limiting the use of four tracks in controlled rural areas, as well as high percentage use of seat belt and car seat.

We must share this success with the PRTSC, Highway Authority and Transportation, State Medical Emergency Services and the Police Department. Together we look forward to continuously review performance goal achievements to determine whether additional efforts and strategic initiatives are needed to succeed in changing driver and non-occupant behavior to minimize traffic fatalities and injuries.

It is our hope that efforts to keep roads safe in up-coming times, addressing risks effectively with strategic solutions, will definitively spare countless families the devastating news that a loved one will not be coming home, victim of a tragic traffic crash.

**MESSAGE FROM EXECUTIVE DIRECTOR
OF THE PUERTO RICO TRAFFIC SAFETY COMMISSION
MR. JOSE A. DELGADO**

The Puerto Rico Traffic Safety Commission (PRTSC) is mostly pleased to present FY 2015 Annual Evaluation Report. The document mainly details outstanding accomplishments during the fiscal year in improving traffic safety and driving down fatal crashes considerably on the Island.

This annual report also describes federally funded enforcement and educational programs, as well as other projects and designed media strategies; all aimed precisely to produce tremendous results in reducing the number of people severely injured or dead in vehicle collisions.

Key to a steadily and continued progress in this downward trend is the commitment of federal, state and municipal governments - with the active support of our traffic safety partners - to maintain high level standards of aggressive law enforcement and education, both essential to the cause of safe driving for the traveling public and improvement of occupant and non-occupant awareness of the serious consequences for not upholding traffic laws.

In fact, statistics show that Puerto Rico is an excellent example of how combining educational initiatives with enforcement can effectively decrease fatal crashes, serious injuries and property damages. Consequently, by year's end, the total death toll is expected to be an all-time low' that is, below 300. With the 304 fatalities reported in 2014, in contrast to a high 648 in 1987, the last 24 months have been the lowest in road casualties for any two year period since traffic crash data has been collected.

This remarkable reduction is basically attributed to several factors. On one hand, to a high 91.8% seat belt use, among the top federal jurisdictions in full compliance with this traffic safety regulation. On the other, to successfully developing eight educational campaigns and other related events emphasizing in the risks of alcohol abuse, speeding and distracted driving due to illegal use of the cellular phone. Other useful efforts to decrease the Island's annual deaths include education on proper use of the car seat, and motorcycle, pedestrian and cyclist safety.

One area of great concern to the PRTSC has been the updating of traffic crashes data entry. Performed by the Analyses Accident Office of the Department of Transportation and Public Works, numbers have been entirely updated for years 2014, 2013, 2012, 2011 and 2010. As of today, this office already started entering this current year's - 2015 - data.

Although the nine year economic crisis and other challenges severely impacting the Island may have undoubtedly affected the PRTSC and its partners from entirely achieving all its goal, the entity is indeed satisfied to increasingly discourage any illegal practice while driving a vehicle, and furthermore look forward to reach historically low levels of roadway fatalities and injuries.

INTRODUCTION

The Puerto Rico Traffic Safety Commission (PRTSC) was established in 1972 as a government entity to coordinate the planning, administration and execution of educational programs aimed to prevent and reduce motor vehicle fatalities, serious injuries and property damages.

PRTSC focuses mainly on the following functional areas to achieve its goals:

- ✓ Alcohol related traffic safety issues (reduce deaths caused by drivers under the influence of alcohol).
- ✓ Reduce fatalities caused by speeding and distracting driving
- ✓ Reduce motorcyclist fatalities.
- ✓ Increase use of seat belt and child safety seats.
- ✓ Pedestrian and bicycle safety.
- ✓ Traffic data.
- ✓ Codes and laws related to traffic safety.
- ✓ Distribution of educational materials on driver safety and traffic crash prevention.
- ✓ Alliances and community programs to strengthen highway safety strategies.

In 1987 traffic fatalities reached an all-time high of 648. Since then, the PRTSC with the support of State Police and other traffic safety partners introduced educational programs and projects that have indeed contributed to dramatically decrease traffic fatalities. Statistics reflect an all-time low of 304 fatalities in 2014, and an annual average of 338 fatalities from 2012 to 2014, the lowest for any period since the beginning of traffic crash data collection in 1973.

Traffic fatalities reported last year were 304, the second lowest death toll ever registered in any twelve month period in 43 years of PRTSC history.

Puerto Rico's population averages 3.7 million distributed among 78 municipalities, mainly in the metropolitan areas of San Juan, Bayamón and Carolina. The Island's mainland is 100 miles long and 35 miles wide (170 km by 60 km). This stands for 1,000 inhabitants per square mile, a ratio much higher than any other of the 50 states and territories of the United States. It also ranks among the world's highest.

There are approximately 17,387 miles of roadways in the Island; with over 3 million licensed drivers and 3,333,849 registered vehicles. Average annual precipitation is 70 inches, a problem for the driving public since roads get flooded very easily.

In average, 200,000 traffic crashes occur every year in Puerto Rico, some 30,000 injuries and over 300 deaths. Population size, age factor, topography, climate, the enormous number of vehicles compared to its population, and reckless behaviors, such as speeding and impaired driving, translate to road safety issues. Therefore, a well strategically data driven plan which involves education, traffic engineering, law enforcement and emergency medical services, is crucial in order to successfully address these and other traffic safety problems every year.

TRAFFIC SAFETY CORE PERFORMANCE MEASURES

| PR Core Performance Measures | | | | |
|---|---------------------------------|---------------------------------|---------------------------|--------------------------------|
| | Baseline (from FY15 HSP) | Target/ Goal (from FY15) | Current Final 2014 | 2015 (Preliminary Data) |
| Total Traffic Fatalities (FARS) | 344 | 327 | 304 | 303 |
| Serious Traffic Injuries (ACAA) | 3,705 | 5,837 | | |
| Traffic Fatalities VMT (FARS & FHWA) | 180.9 | 174.2 | 179.4 | Not Available |
| *Unrestrained Occupant Fatalities | 126 | 122 | 78 | 54 |
| Impaired Driving Fatalities | 104 | 99 | 93 | 20 |
| Speed-Related Fatalities | 149 | 138 | 115 | 85 |
| *Motorcyclist Fatalities | 40 | 38 | 47 | 41 |
| *Unhelmeted Motorcyclist Fatalities | 23 | 23 | 33 | 25 |
| *Drivers Age 20 or Younger Involved in Fatal Crashes | 20 | 19 | 39 | 21 |
| Pedestrian Fatalities | 87 | 82 | 95 | 100 |
| Bicyclist Fatalities | 11 | 11 | 12 | 11 |
| Observed Seat Belt Use | 89.07% | 91.00% | 89.05% | 91.08% |
| Areas tracked but with no goals set | | | | |
| | 2012 | 2013 | 2014 | 2015 (Preliminary Data) |
| Seat Belt Citations | 223,853 | 207,459 | 168,434 | 136,155 |
| DWI Arrests | 12,001 | 12,504 | 7,712 | 6,217 |
| Speeding Citations | 147,639 | 148,599 | 127,487 | 132,784 |

*Baseline used was obtained from HSP FY 2015, which used FARS PR data. However, this data has variations with final data provided by NHTSA Traffic Safety Fact. This was corrected in HSP FY 2016.

LEGISLATIVE UPDATE

LAW NUM.: 218 DECEMBER 16, 2014 - To amend Section 5.06 of Law Num.: 22-2000 , as amended, known as the "Vehicle and Traffic Law of Puerto Rico" in order to have a new conviction penalty for the crime of illegal racing competition or haggling, illegal speed contests and acceleration competitions; and for other purposes.

Any person who violates the provisions of this new Section will incur in a misdemeanor and upon conviction shall be punished with a fixed fine of five thousand (5,000) dollars and his driver's license will be suspended for a period of six (6) months. Any vehicle used in contravention of the provisions of this Article shall be seized by law enforcement, for investigation purposes and start the confiscation process. This action will be taken pursuant to the provisions of the Law Num.: 119-2011, as amended, known as the "Uniform Seizure Act." Also, any person who violates this provision for the second time shall be punished as follows:

For a subsequent conviction, the subject will receive a fine of five thousand (5,000) dollars or imprisonment that will not exceed six (6) months term, or both penalties at the discretion of the court. Also the driver's license will be revoked. In these cases, the court will also order the confiscation of motor vehicles used for violating such provisions, subject to the Law Num.: 119 Act of 2011, as amended, known as the "Uniform Seizure Act." The Secretary shall provide, through regulations, in accordance with the provisions of the Law Num.: 119 of 2011, as amended, everything related to the process of confiscation of vehicles set forth in this Section. Any person who aids, abets another to violate the provisions of this Article shall be punished by administrative fine of not less than three thousand (3,000) dollars.

PENALTIES IN CASE OF BODILY INJURY PRODUCED TO ANOTHER PERSON. Any person who violates the provisions of Article 5.06 and consequently thereby causes bodily harm to another person shall incur a misdemeanor and upon conviction thereof shall be punished by a fine of five thousand (5,000) dollars, or imprisonment for a fixed term of six (6) months, or both penalties at the discretion of the court. However, if as a result of the violation of the provisions of this Article a driver shall cause serious bodily harm to a human being, shall be guilty of a misdemeanor and upon conviction shall be punished with imprisonment for a fixed term of eight (8) years. In case of extenuating circumstances, the incarceration penalty may be reduced to a minimum of six (6) months and one (1) day.

It will constitute as serious bodily harm an action that will result in, mutilation, physical or mental disability, whether partial or total, temporary or permanent, which severely affects the physiological and mental functioning of a person.

LAW NUM.: 237 DECEMBER 17, 2014 - To amend Section 2.25 of Act Num.: 22 of 2000, as amended, known as the "Vehicle and Traffic Law of the Commonwealth of Puerto Rico" to add that the administrative fine of (500) dollars for violation of Sections 2.21, 2.22 2.21ay .: Law No. 22 of 2000 (Issued to people who park or obstruct the designated parking for people with disabilities, without being duly authorized.) will be awarded regardless if the sign labeling indicates another penalty.

LAW NUM.: 238 OF DECEMBER 22, 2014 - To amend Section 1021.02; Section 1023.06; 1023.10A; Section 1023.21; Section 1023.22; Section 1023.23; Section 1032.09; Section 1034.01; Section 1052.02; Section 1062.08; Section 1062.13; Section 1071.02; Section 1091.01; Section 1114.06; Section 1115.04; Section 4010.01; Section 4020.02; Section 4020.03; Section 4030.04; Section 4041.02; Section 4050.04; Section 5001.01; Section 5021.01; Section 5021.04; and Section 6041.01 of the Act No. 1 of 2011, as amended, Known as the "Internal Revenue Code of Puerto Rico of 2011," for the purpose of incorporating technical amendments with the purpose of clarifying the scope and content of the law; to establish an incentive for the accelerated payment of traffic fines, and for other related purposes.

In synthesis, the law seeks to clarify procedural aspects included in the Internal Revenue Code as part of the Laws Num.: 77 and 80 of 2014. Also the amendment seeks to provide relief to citizens, with a mechanism for accelerated payment of traffic fines for a period of ninety (90) days at a discount equal to thirty-five percent (35%) of the amount owed for the fines issued, pursuant to the Act Num.: 22 of 2000, as amended, known as the "Vehicle and Traffic Law of Puerto Rico".

LAW NUM.: 245 OF DECEMBER 23, 2014 - To amend the existing paragraphs (c), (k) and (l), adding two new subsections (d) and (i), and renumber existing paragraphs (d), (e), (f), (g), (h), (i), (j), (k), (l), (m), (n) and (o) of Article 3; amend existing paragraphs (a), (b) and (d), add new paragraphs (a), (b), (c), (d), (e), (f), (g) and renumber current subsections (a), (b), (c), (d) and (e) of Article 4; amend subsections (a), (b), (c) and (d) of Article 5; amend existing paragraphs (a), (b), (c), (e), (f), (j), (l), add new paragraphs (d), (e), (f) and (p), renumber current subsections (d), (e), (f), (g), (h), (i), (j), (k) and (l) of Article 6; amend existing paragraphs (a), (d), (e); create a new subsection (b); delete paragraph (c) and renumber the current paragraph (b) as subsection (c) of Article 7; repeal the current paragraph (b) and create a new subsection (b), and amend current subsections (a) and (c) of Article 8; add a new Section 9; amend and renumber the current Article 9 and Article 10; amend subsection (a) Article 12; and renumber current Sections 10, 11, 12, 13, 14, 15, 16, 17; Law No.: 253 1995, as amended, known as the "Compulsory Liability Insurance for Motor Vehicles" on track to achieve the following purposes:

- 1) Clarify the provisions of this Act regarding the accessibility of compulsory liability insurance and the right of selection of every consumer to the insurer of their choice.
- 2) Incorporate a Selection Form for Compulsory Insurance, in order to guarantee that right and viable selection.
- 3) To renew and establish processes to ensure payment of a fixed fee of five percent (5%) to the entities authorized for the collection of vehicle license rights and compulsory insurance, for a fair and adequate compensation from all insuring entities, including the Joint Underwriting Association.

- 4) Establish a service charge of five percent (5%), of which one percent (1%) will go to the Department of Transportation and Public Works and four percent (4%) will be allocated to the General Fund.
- 5) Amend Article 27.270 of Law Num.: 77 of June 19, 1957, as amended, known as the "Insurance Code of Puerto Rico" in order to require insurers that are part of Selection Form to provide information to the Secretary of Transportation and Public Works, in electronic file format or as he petitions, related to the history of claims for damages or loss of vehicles received from their policyholders. Among other public policy purposes.

LAW NUM.: 1 OF JANUARY 15, 2015 - To add a new Article 12-A to the Act Num. 74 of June 23, 1965, as amended, known as the "Law of Highways and Transportation Authority of Puerto Rico."; to add a new Section 34 and renumber the current Article 34 and Article 35 of Act Num. 44 of June 21, 1988, as amended, known as the "Law of Financing Authority of Puerto Rico Infrastructure."; To amend the Sections 3020.01 and 3020.07; add a new Section 3020.07A; amend Section 3060.11 and add a new Section 1-2011 3060.11A the Act, as amended, known as the "Internal Revenue Code for a New Puerto Rico"; and to amend Articles 16 and 18 of Act 123-2014, known as the "Law of Integrated Transportation Authority Puerto Rico" on track to achieve the following legislative purposes:

- 1) Modify the excise tax on the use of crude oil, partially finished products and finished products derived from oil and any other hydrocarbon mixture and impose an additional excise tax on crude oil, partially finished products and finished products derived from oil and any other mixture oil; establish that the new tax will be in effect in 15th of March 2015;
- 2) Transfer to the Special Fund for Economic Assistance Financing Authority of Puerto Rico Infrastructure the product of the new excise tax on crude oil, partially finished products and finished petroleum products, any other hydrocarbon mixture.

LAW NUM.: 11 OF FEBRUARY 10, 2015 - To amend Sections 4 and 27 of the Act Num.: 355 of 1999, as amended, known as the "Uniform Signs and Advertisements Act of Puerto Rico of 1999," to incorporate the definition of "Digital Ad Board" ; to add a provision that allows the Puerto Rico Police to use the Digital Ad Boards for listing alerts in the interest of public safety; and to direct the Planning Board Puerto Rico to amend the "Joint Regulations for Construction Works and Land Use" in accordance with the provisions of this Act, and for other purposes .

Law Num.: 17 of 23 February 2015 - To amend the Sections 4.01 and 5.07 of the Act Num.: 22 of 2000, as amended, known as the "Vehicle and Traffic Law of Puerto Rico", in order to;

- 1) Set as a misdemeanor with fixed penalty of three (3) years of imprisonment when a driver of motor vehicle recklessly or negligently causes bodily injury requiring

hospitalization, prolonged treatment or generates a permanent damage or mutilating injuries and are absconding, and to order the suspension of driver's license for a term not less than five (5) years;

- 2) Establish as a felony with a fixed penalty of eight (8) years of imprisonment, impose a fine that will not to exceed five thousand (5,000) dollars and order the suspension of driver's license for a term of not less than five (5) years; provide that in case of a second conviction under these circumstances, the penalty will increase to a fine will not exceed ten thousand dollars (\$ 10,000) and imprisonment for a fixed term of ten (10) years;
- 3) To establish that in the case of a second conviction, the Secretary will revoke permanently the driving license and driving privileges granted; and other related purposes.

LAW NUM.: 28 OF MARCH 12, 2015 - To amend subsection (c) of the Section 9.03 and Section 10.24 of the Act Num.: 22 of 2000 , known as the " Vehicle and Traffic Law of Puerto Rico", in order to add a fine of two hundred fifty (250) dollars to every driver uses a: auto cycles, scooters, motorcycles, any other motorized vehicle within public structures, overpasses that are of strictly pedestrian use and walkways.

LAW NUM.: 39 OF MARCH 25, 2015 - To establish a special procedure for the reduction and payment of accumulated infractions electronics Auto Express for a term of one hundred eighty (180) days fines, establishing a term of sixty (60) days for administrative review as part of this procedure, have the terms and conditions of the review process;

To amend the Article 23.06 and remove the Article 22.02 to replaced it by a new Article 22.02 of the Law Num.: 22 of 2000, as amended, known as the "Vehicle and Traffic Law of Puerto Rico", in order to;

- 1) Establish the payment of an administrative fine for not paying the toll or passing over the posted speed limit on the lanes established for electronic toll collection or "Auto Expresso" of fifteen (15) dollars and a fifty (50.00) dollars fine for not having the seal or electronic device installed;
- 2) Provide a term for payment of seventy-two (72) hours to recharge the card toll payment system or "Auto Expresso";
- 3) Provide that the Department of Transportation and Public Works will have to issue an initial infringement notice electronically; establish the minimum requirements of the notice of violation or penalty and set the guarantees of an administrative review process that will be free of cost;
- 4) To have a period of thirty (30) days following the penalty notice to request an administrative hearing; to establish that a sign should be installed in a visible place before the toll plaza that clearly establishes the maximum speed and the cost of the toll.

LAW NUM.: 138 OF JULY 29, 2015 - To amend Section 6 of Act Num.: 53 of 1996, as amended, known as the "Law of the Police of Puerto Rico", in order to extend the benefits of six (6) monthly wage payments to the surviving spouse, or in his absence to the dependents of deceased policeman that dies of natural death or accident not related to his work or duty (By natural causes or by accident.); and for other related purposes.

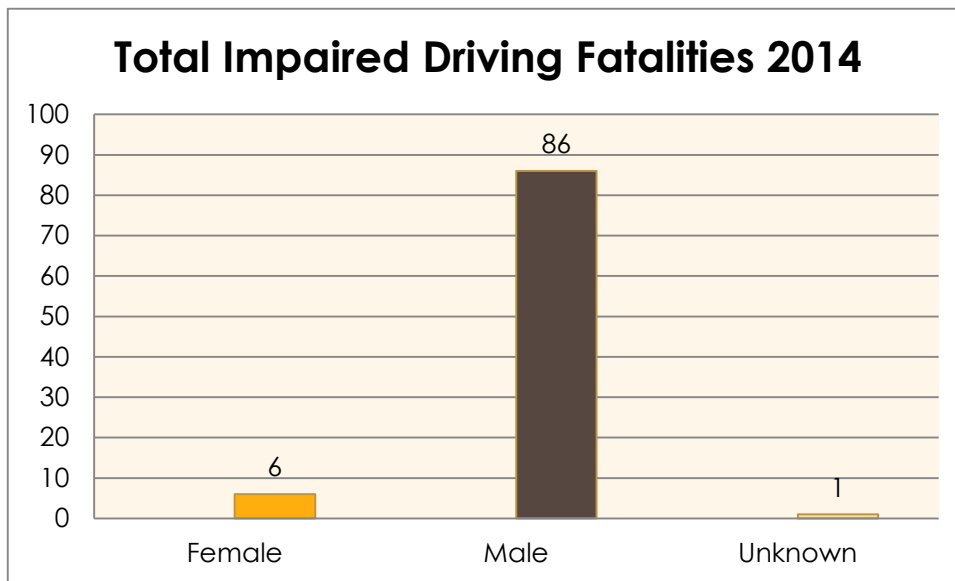
LAW NUM.: 157 OF SEPTEMBER 19, 2015 - To amend Subsection (h) of the Article 6 of the Act Num.: 253 of 1995, as amended, known as the "Compulsory Insurance for Motor Vehicle Liability", in order to allow the declaration of an extraordinary dividend for the members of the Joint Underwriting Association and implementing a contribution encouraged such dividend, which will enter as a collection to the General Fund. These funds will be used to provide allocations to entities and institutions of public, semi-public and private non-profit organizational backgrounds under the supervision of government agencies that provide services or perform activities which foster the development of wellness programs.

ALCOHOL-IMPAIRED DRIVING

Problem Statement

Alcohol impaired driving continues to be one of traffic safety main concern in Puerto Rico. Although a 27% reduction is noticed when comparing year 2013 with year 2014, too many people are still dying and being injured by this irresponsible and criminal behavior.

FARS data for 2014 reports at total of 93 impaired driving fatalities.



More than half of impaired driving fatalities were reported among the 25-49 age group, with 56% of total impaired driving fatalities and, when the 18-24 age group is added, 78% of impaired driving fatalities were among young and productive males (93%). Just a few seconds are necessary to take away the lives of a drunk driver and other road user.

When examining FARS 2014 data, we concluded:

- ✓ Prevalence of impaired driving among males was 93% and in females 6%, very similar to previous years.
- ✓ Day of the week analysis showed that Sunday reported most of the fatalities with 27%, Saturday with 19% and Friday with 16%. Weekends comprised 62% of total impaired driving fatalities.
- ✓ Night time (between 6:00pm-6:00am) accounted for 77% of total impaired driving fatalities.
- ✓ 69% (slightly less than 2013) of impaired drivers killed were unrestrained.
- ✓ 69% (higher than the 56% in 2013) of impaired motorcyclists weren't wearing helmets.
- ✓ Metropolitan areas are overrepresented in impaired driving fatalities.

- ✓ February, May and December were the months with most impaired driving fatalities with 37%, between the three. Summer months comprised 24% of impaired driving fatalities.

Performance Goals

- ✓ To reduce the 5-year moving average of Alcohol Impaired Driving fatalities from 104 in 2012 to 99 in 2015.- Objective achieved; alcohol impaired driving fatalities in 2014 were 93. Preliminary data for 2015 reports 20 alcohol impaired driving fatalities.
- ✓ To conduct five (5) alcohol mobilizations during 2015. – Objective achieved; 5 impaired driving overtime mobilizations were conducted: Thanksgiving, Christmas, “Semana Santa” (Easter), Summer and Labor Day.
- ✓ To coordinate at least two (2) alcohol trainings for PRPD and Municipal Police in 2015. – Objective achieved; 3 trainings for Municipal Police, regarding alcohol overtime mobilizations, requirements, objectives, performance, were conducted before the mobilizations of Holidays, Easter and Summer held by LEL and Impaired Driving Coordinator. Also, a training to refresh knowledge about the evidence of the impaired driving crime and how to sustain the charges in court was conducted on September 11, 2015. A training for PRPD was conducted on August 12, 2015 regarding performance measures and obtaining goals.
- ✓ To conduct at least one (1) training for judges and two (2) for prosecutors during 2015. Objective not achieved; trainings on alcohol and impaired driving for municipal and regional judges were conducted as part of the mandatory courses required by the Office of Administration of the Court. One training for prosecutors on impaired driving was conducted on Spring of 2015.

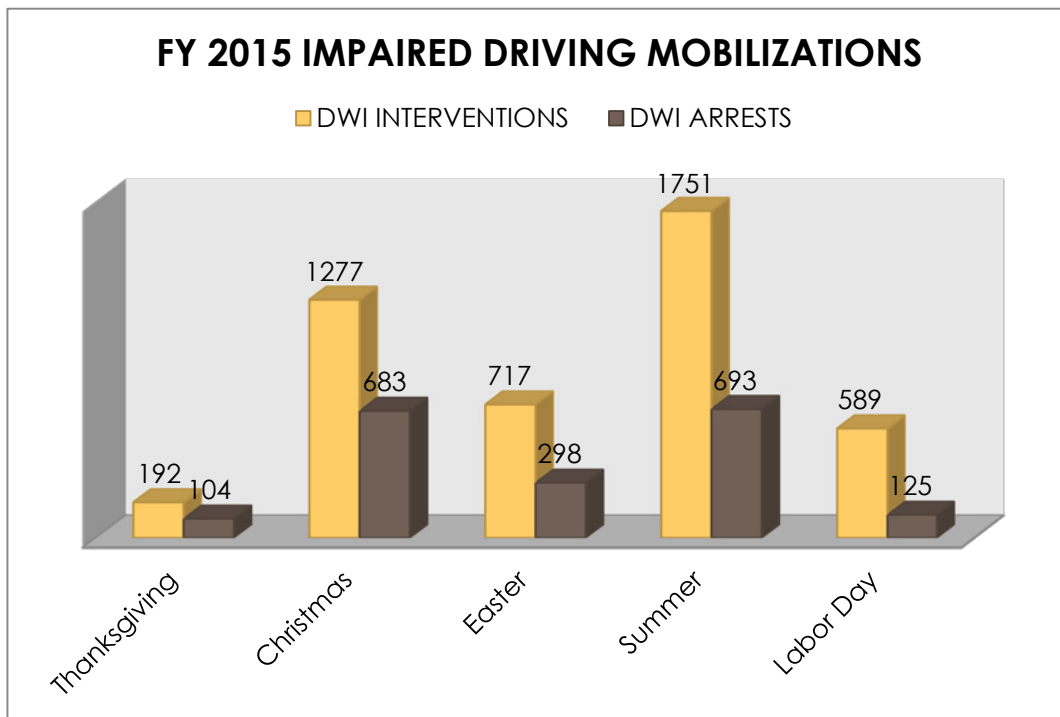
Performance Measures

- ✓ Number and percentage of alcohol impaired driving fatalities – 93, or 31%.
 - ✓ Number of DWI interventions and arrests – 6,095 DWI interventions and 5,290 DWI arrests up to October 31, 2015.
 - ✓ Numbers of trainings to PRPD and Municipal Police and number of officers trained- 5 trainings and 125 trained officers.
 - ✓ Number of judges and prosecutors trained – 60 judges and 40 prosecutors trained.
-

Projects

**15-01-01
DWI Overtime**

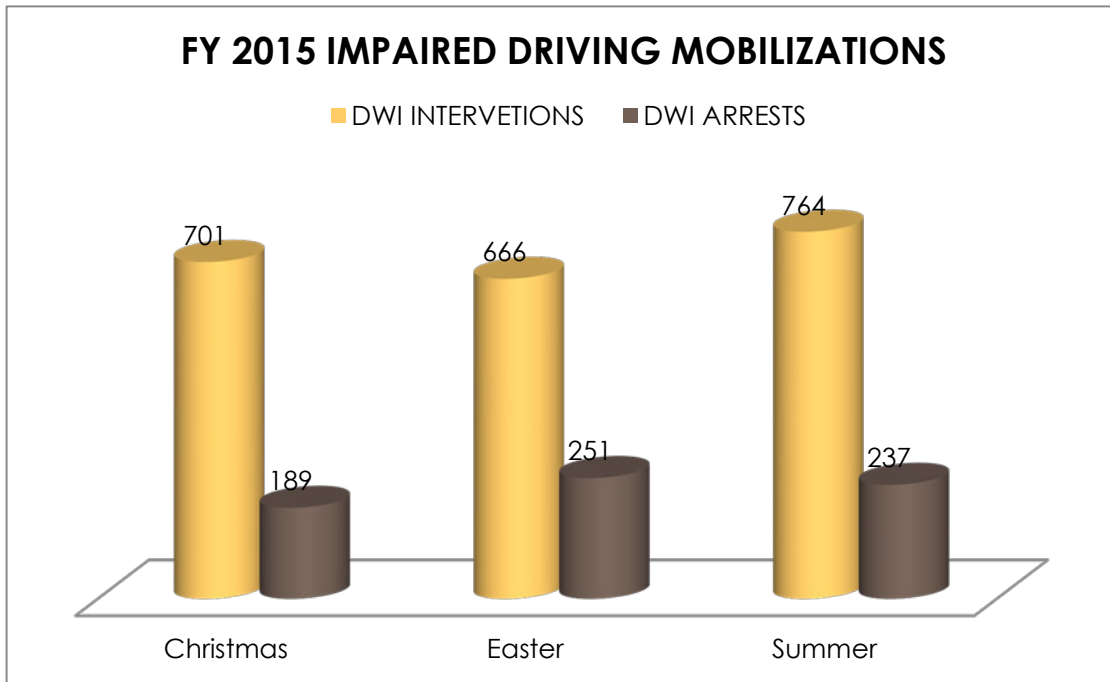
Five Impaired Driving Overtime Mobilizations were conducted during FY 2015 with the Puerto Rico Police Department. Saturation patrols, overtime patrols and checkpoints were part of strategies coordinated by the PRTSC with PRPD Traffic Bureau and its 23 Units.



- ✓ Thanksgiving- Covered thanksgiving week and the weekend before. This period is commonly known as the beginning of the Christmas holidays. PRPD participated.
- ✓ Christmas- Covered the Christmas/Holiday Season. This season is characterized by an increase in alcohol consumption; therefore, impaired driving increases. Six Municipal Police's and PRPD participated.
- ✓ "Semana Santa"- (Easter Festivities/Spring Break) - Schools, colleges, agencies and many businesses close during this week. High consumption of alcohol is observed. Eight Municipal Police's and PRPD participated.
- ✓ Summer- July has 4 national holidays, this month is related with summer vacations. During hot summer days a majority of the population hit the beaches and vacation centers. The tendency is to increase alcohol consumption while on vacation. Eight municipal police's and PRPD participated.
- ✓ Labor Day- National Crackdown s at its peak. This weekend, ending the first Monday of September, is mostly used to say goodbye to summer. PRPD participated.

**15-01-XX
DWI Municipal Police**

A total of 22 Municipal Police Participated in three (3) alcohol overtime mobilizations.



**15-01-13
Impaired Driving Coordinator - PRISCILLA TORRES**

PRISCILLA TORRES, Impaired Driving Coordinator promoted impaired driving activities among PRPD, Municipal Police, and FIESTA Projects, among others. Also, during 2015, the coordinator had an active role among the committee working in the SHSP. During 2015, meetings were conducted to revise and refresh MAP-21 and HSP 2015 requirements. Highway Safety Plan, Problem ID was prepared. Meetings with PRPD and Municipal Police were conducted through the year; performance reports were prepared for each mobilization worked. Forms and operational plans were revised and adjusted according to project feedback. Project proposals for 2016 were revised and technical assistance was provided to projects. Overtime time sheets of municipal agents were revised with the Law Enforcement Liaison (LEL). The coordinator worked closely with the LEL and the Planner in order to identify issues and decision making. Meetings and discussions were conducted with PRISCILLA TORRES Communications and Public Relations staff to discuss media educational campaigns.



**15-01-02
Impaired Driving Enforcement Equipment Program**

PRTSC will provide funds for equipment to enhance impaired driving enforcement efforts. The equipment purchased included:

- 70 Intoxilyzers 9000
- 30,000 mouth pieces Intoxilyzers
- 100 Alco-sensor
- 50,000 mouth pieces Alco-sensor

**15-01-04
Chemical Analysis Unit**

No proposal was submitted for this project during FY15.

**15-01-05
Judicial Training Program**

No proposal was submitted for this project during FY15.

**15-01-22
Impaired Driving Media Survey**

This year the PRTSC hired a specialist to conduct a study to better understand driving habits in Puerto Rico, and also to measure the effectiveness of media campaigns on several issues, like driving under the influence of alcohol. A total of 600 person to person interviews were conducted among licensed drivers, 16 years of age or older, that drive a motor vehicle at least occasionally.

The most significant findings revealed that the greatest concerns expressed by interviewees are the use of alcohol/DUI, distracted driving (including use of cell phones), speeding reckless driving in general and poor road conditions. Approximately 22% of participating drivers admit they have “recently” (past 2 to 3 months) driven a motor vehicle after having consumed alcoholic beverages; and approximately 70% (71%) of all participants had seen or heard of police enforcement efforts regarding impaired driving (drunk driving) in the past 30 days. This means that the combination of education and police enforcement message through media is effective.

15-01-06

Impaired Driving Prosecution Unit

NHTSA requested additional details; however the sub-grantee did not fulfill the parameters before the deadline to submit proposals.

15-01-05

DWI Victim Impact Panel Program

No proposal was submitted for this project during FY15.

15-01-28

Bayamón Municipal DWI Enforcement Equipment

No proposal was submitted for this project during FY15.

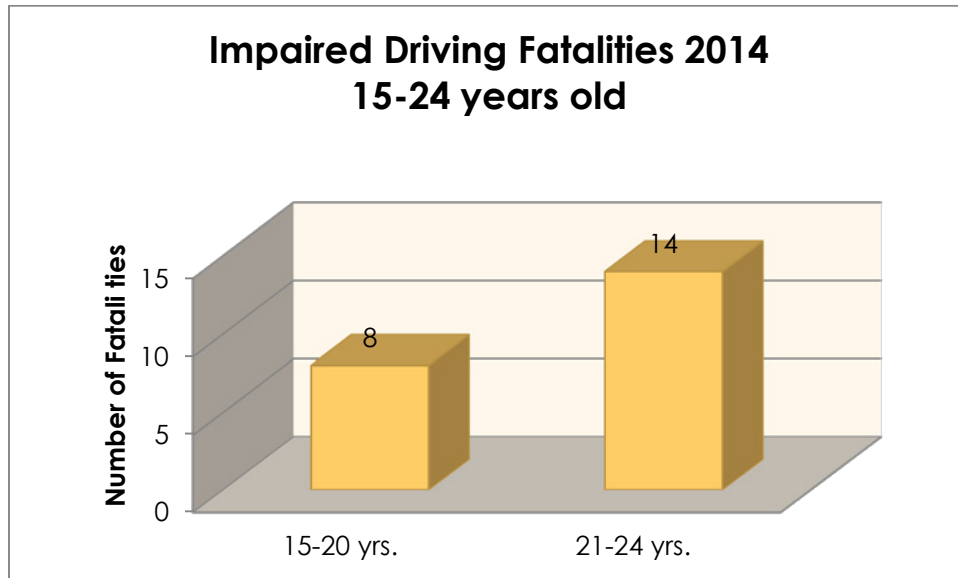
Fiscal Review

| PROJECT NUM. | PROJECT NAME | OBLIGATED FUNDS | EXPENDED | UNEXPENDED BALANCE |
|---|----------------------------------|---------------------|---------------------|--------------------|
| 0101 | DWI PATROL UNIT (SPEC ALCO PATR) | 550,000.00 | 359,687.58 | 190,312.42 |
| 0102 | PRELIMINATY BREATH TESTING | 776,650.00 | 756,650.00 | 20,000.00 |
| 0113 | IMPAIRED DRIVING COORDINATOR | 78,700.00 | 68,363.60 | 10,336.40 |
| 0125 | TECHNICAL STUDIES | 8,000.00 | 8,000.00 | 0.00 |
| 0126 | TE CAROLINA - DWI ENFORCEMENT | 10,619.20 | 0.00 | 10,619.20 |
| 0128 | TE BAYAMON - DWI ENFORCEMENT | 27,697.29 | 18,742.97 | 8,954.32 |
| 0136 | TE GUAYNABO - DWI ENFORCEMENT | 41,128.98 | 34,716.92 | 6,412.06 |
| 0143 | TE PONCE - DWI ENFORCEMENT | 12,264.67 | 8,845.64 | 3,419.03 |
| 0145 | TE HATILLO - DWI ENFORCEMENT | 7,765.33 | 7,765.33 | 0.00 |
| 0147 | TE SAN JUAN - DWI ENFORCEMENT | 41,000.95 | 34,937.91 | 6,063.04 |
| 0152 | TE CAGUAS - DWI ENFORCEMENT | 9,368.30 | 0.00 | 9,368.30 |
| 0153 | TE YAUCO - DWI ENFORCEMENT | 10,053.68 | 8,978.68 | 1,075.00 |
| 0164 | TE TOA ALTA - DWI ENFORCEMENT | 2,129.24 | 2,129.24 | 0.00 |
| 0165 | TE BARCELONETA - DWI ENFORCEMENT | 11,051.91 | 6,956.92 | 4,094.99 |
| 0166 | TE MAYAGUEZ - DWI ENFORCEMENT | 11,044.47 | 0.00 | 11,044.47 |
| Total 01 - IMPAIRED DRIVER PROGRAM | | 1,597,474.02 | 1,315,774.79 | 281,699.23 |

YOUTH ALCOHOL

Problem Statement

FARS data indicates there were 22 impaired driving fatalities for age group 15-24 years old during 2014. This represents a 24% of total impaired driving fatalities.



Driving while alcohol impaired is one of the leading causes of traffic deaths among young adults, mostly because of high alcohol consumption and immature driving skills. Young people are more susceptible to display risky behaviors; they feel a false sense of security. To make matters worse, most of young adult's recreational and sports activities are promoted by alcohol and the liquor industry, selling great lifestyles and happiness with an alcohol beverage in hand.

When analyzing youth impaired driving 2014 data, we find that impaired drivers ranging between the ages of 15-24 years accounted for 21% of total impaired driving fatalities; ranking them 2nd in this category.

When examining FARS 2014 data, we concluded:

- ✓ Prevalence of impaired driving among young males between 15-24 years of age was 88 % and in females 12%.
- ✓ Day of the week analysis of youth impaired driving fatalities showed that Sunday reported most fatalities with 41% followed by Thursday and Friday with 18% each.
- ✓ Night time hours (between 6:00pm-6:00am) accounted for 82% of fatalities.
- ✓ 83% of youth impaired driving fatalities were unrestrained.

- ✓ 60% of young impaired motorcyclists weren't using their helmets at the time of the crash.
- ✓ 24% of fatalities occurred on February and summer months June-August comprised 47% of youth impaired driving fatalities.
- ✓ 75% of total youth impaired driving fatalities had a .08+ BAC.
- ✓ 65% also reported a speeding factor.

Performance Goals

- To reduce the 5-year moving average of youth alcohol impaired driving fatalities from 20 in 2012 to 19 in 2015. – Objective not achieved; in 2014, there were 22 youth alcohol-impaired driving fatalities. In Puerto Rico, the legal drinking age is 18; contrary to the United States, and despite state efforts, alcohol is very accessible to youth. Awareness and prevention efforts must continue in order to keep educating youngsters about the consequences of alcohol impaired driving.
- To increase the number of FIESTA projects from 8 in 2014 to 10 in 2015. Objective not achieved; in 2015 there were 8 FIESTA Projects despite all the efforts made with Polytechnic University of Puerto Rico and Interamerican University- San Germán Campus, proposal amendments took too long and it wasn't reasonable to approve these projects for four months. Both submitted proposals for FY 2016.

Performance Measures

- ✓ Number of young drivers involved in impaired driving fatality crashes – 22
- ✓ Number of peer presentations – 1,400 educational activities; workshops, presentations, social media messages and interactive platforms campaigns, video and radio creative awareness ads, safety fairs, information and art exhibits, rallies and massive activities before and during Intercollegiate Sports Event- *Justas LAI* and FIESTA Summer Tour, Impaired Driving Awareness Goofy Games, *Pasa La LLave/Fiestas Calle San Sebastián*, PRTSC Summer Tour, among other massive activities; reaching approximately 500,000, people.
- ✓ Number of youth reached – 90,100 directly reached through FIESTA Projects educational activities; indirectly 500,000.

PRISC and Projects Youth DWI Prevention Activities

1. The Holidays impaired driving awareness and prevention campaign was extended until mid-January 2015, targeting *Las Fiestas de la Calle San Sebastián*. This is a cultural and festive event that takes place in Old San Juan which gathers a multitude of people, especially youngsters, during a four days period to sing, dance,

eat and drink. Over 80,000 people per day were reached with informative materials and an educational photo booth to enforce the traffic safety message and prevent impaired driving among youngsters and young adults between 16-24 years old. Coordination efforts were made with agencies like DTPW, PRPD, Medical Emergency, and Children and Family Services personnel to provide orientation about drunk driving and intervene with drunken minors.

2. During FY 2015, many mass activities were held by PRTSC for the prevention of impaired driving fatalities among young people. A very intense campaign was conducted during spring break, before and during the *Justas Interuniversitarias*. Town squares, beaches, pep rallies, and sporting and cultural events were visited by PRTSC personnel, Fiesta personnel, and volunteers whom provided orientations about alcohol impaired driving consequences, safety and legal issues. Educational brochures and alternative transportation information were handed out to the youth at Ponce Justas and a fun but educational photo booth served as point of contact to attract youngsters and educate them about drinking and driving, and promoting a safe return home after the events. Over 300,000 college students and other people were reached during coordinated efforts of all FIESTA projects and PRTSC.
3. Other massive activities were conducted during the summer, mostly at beaches, called Summer Tours. These tours provided the opportunity for a one-to-one contact with young adults to inform them about the dangers of drinking and driving. Mostly, these activities were conducted by FIESTA projects targeting young adults enjoying a day at the beach. Over 20,000 were reached directly and indirectly.

Projects

FIESTA Projects (Facilitators-Instructors in Alcohol & Traffic Safety)

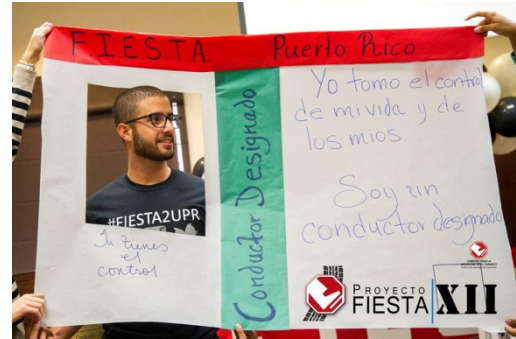
During 2015, PRTSC had 9 FIESTA Projects; reaching college campuses and Youngsters Island wide and an alcohol and drug rehabilitation Project with its communities. Using a peer-to-peer approach, FIESTA Projects develop DWI awareness camp aligns, distributed educational materials, provided orientations, conducted workshops research and surveys related to alcohol impaired driving among other activities such as educational booths at Safety, Sports and other Fairs and social media communication.



15-02-02

FIESTA – University of Puerto Rico- Río Piedras Campus

During 2015, this project directly reached approximately 8,000 young adults, mostly college students ranging between the ages of 17-25 years, through creative impaired driving awareness campaigns, educational materials, newsletters, and exhibits. Also, a total of 70 educational activities such as: workshops, trainings, focal groups, small researches, surveys, evaluations social media, campus web page, and massive events like college sports rallies, freshman open house, and impaired driving inspired art exhibits through the Río Piedras Campus. FIESTA-Río Piedras indirectly reached close to 20,000 people.



15-02-05

FIESTA- University of Puerto Rico-Mayagüez Campus

During 2015, this project reached directly approximately 5,000 young adults, mostly college students ranging between the ages of 17-25 years. Activities conducted were impaired driving awareness campaigns, educational materials, art, theatre, and impaired driving music jingles. In addition, 75 workshops and trainings related to impaired driving among college students, future college students, and community high schools were conducted. FIESTA-Mayagüez reached approximately 15,000 people indirectly through social media, campus web page, radio interviews, and massive events, such as: college sports rallies (before and during the *Justas LAI*) and impaired driving inspired art exhibits through the Mayagüez Campus.

15-02-10

FIESTA- University of Puerto Rico-Cayey Campus

During 2015, project directly reached approximately 8,500 young adults, mostly college students ranging between the ages of 17-24 years, through impaired driving awareness campaigns, educational materials, and art exhibits. A total of 153 educational activities including workshops, trainings, safety fairs, social media campaigns, art exhibits related to impaired driving among college students. Before spring break and sports event *Justas LAI*, Fiesta-Cayey distributed traffic safety kits with information about impaired driving, designated driver, and emergency phone numbers. An annual alcohol & impaired driving activity was conducted for freshman students. Cayey reached about 4,000 people indirectly.

15-02-16

FIESTA-Pontifical Catholic University of Puerto Rico

PCUPR is a private, non-profit university. During 2015, project FIESTA reached 11,100 young adults, mostly college students ranging between the ages of 17-25 years, with impaired driving awareness campaigns and educational materials, designed and produced by FIESTA staff. They consisted of 2 public services commercials: one printed, one audiovisual, two preproduction of educational videos and a script. Project conducted 70 educational activities such as: workshops, trainings, safety fairs, sport fair, social media etc., reaching college students and community high schools. Project reached about 10,000 people indirectly.

15-02-17

FIESTA- University of Puerto Rico-Utuado Campus

During 2015, project directly reached approximately 15,000 young adults, mostly college students ranging between the ages of 17-25 years, with impaired driving awareness campaigns, educational materials, and two safety fairs. A total of 115 educational activities including, workshops, trainings, safety fairs, flash mob, drama scenes, social media campaigns, rallies etc. Utuado reached about 5,000 people indirectly.



15-02-21

FIESTA- University of Puerto Rico- Aguadilla Campus

During 2015, project directly reached approximately 8,500 young adults, mostly college students ranging between the ages of 17-25 years. Approximately 150 educational activities were conducted; awareness campaigns, educational materials, safety fairs, workshops and trainings related to impaired driving among college students and one alcohol impaired driving workshop for college freshman were conducted. Along with: two safety fairs, an alcohol free Karaoke night, a designated driver survey conducted before *Justas LAI*, and the distribution of educational material during spring break, summer, and *Justas LAI*. FIESTA-Aguadilla indirectly reached approximately 15,000 people through social media, educational tables, and safety walks and rallies.

15-02-14

FIESTA- University of Puerto Rico-Ponce Campus

During 2015, project directly reached approximately 2,000 young adults, mostly college students, fluctuating between the ages of 17-25 years. About 80 educational activities such as: impaired driving awareness campaigns, workshops, trainings, alcohol-free Karaoke night, surveys (Law 22 and Impaired Driving), safety fairs and *Justas LAI* alcohol and impaired driving awareness campaign. Ponce reached about 3,000 people indirectly.

15-02-25

FIESTA- Metropolitan University-PISTA GROUP

UMET is a private, non-profit University. During 2015, project directly reached approximately 12,000 young adults, mostly college students ranging between the ages of 17-25 years. Approximately 268 educational activities were conducted; impaired driving awareness campaigns, educational materials, spring break and *Justas LAI* impaired driving awareness campaigns, summer beaches awareness tour, workshops, trainings, surveys, flash mobs, art exhibits, mini dramas, etc. PISTA reached about 12,000 people indirectly.

15-02-15

FIESTA Creativos

Hogar Crea, Inc. is a non-profit organization that offers drug and alcohol rehabilitation to people who voluntarily seek treatment. FIESTA volunteers are participants of the program. They are supervised and trained by a Project Director to conduct alcohol and impaired driving awareness campaigns and educational workshops for CREA members, families, and surrounding communities in 6 districts throughout the island. During 2015, project developed 613 educational activities directly reaching 20,000.

Fiscal Review

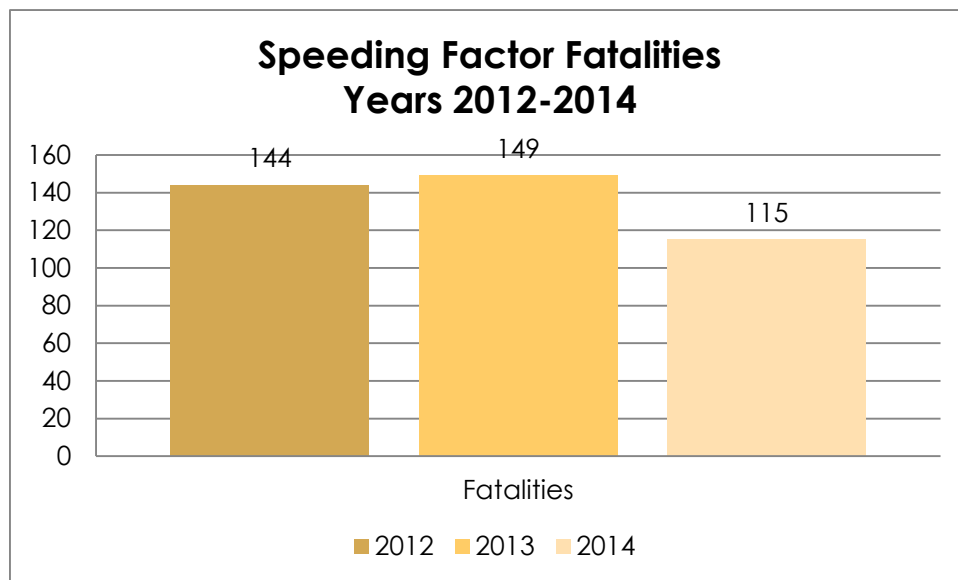
| PROJECT NUM. | PROJECT NAME | OBLIGATED FUNDS | EXPENDED | UNEXPENDED BALANCE |
|---------------------------------|-----------------------------|-------------------|-------------------|--------------------|
| 0202 | FIESTA II - UPR RIO PIEDRAS | 113,511.00 | 78,220.89 | 35,290.11 |
| 0205 | FIESTA VI - R.U.M. | 72,859.00 | 54,502.40 | 18,356.60 |
| 0210 | FIESTA VIII-UPR CAYEY | 56,252.00 | 54,792.53 | 1,459.47 |
| 0214 | FIESTA IX-UPR PONCE | 54,882.00 | 50,794.63 | 4,087.37 |
| 0215 | FIESTA CREATIVO | 66,906.00 | 66,901.48 | 4.52 |
| 0216 | FIESTA CATOLICA-PONCE | 53,668.00 | 47,393.54 | 6,274.46 |
| 0217 | FIESTA UPR UTUADO | 71,089.00 | 67,141.28 | 3,947.72 |
| 0221 | FIESTA XI UPR-AGUADILLA | 68,150.00 | 66,659.17 | 1,490.83 |
| 0225 | FIESTA XIII - UMET | 38,607.00 | 29,902.58 | 8,704.42 |
| Total 02 - YOUTH ALCOHOL | | 595,924.00 | 516,308.50 | 79,615.50 |

POLICE TRAFFIC SERVICES

Problem Statement

PRTSC together with the Puerto Rico Police and other Municipal Police Corps across the island seek to reduce traffic crash related injuries and fatalities through the enforcement of Law 22 of 2000: Law of Vehicles and Transit.

Speeding and aggressive driving continue to be a main traffic issue. In 2014, speeding was a major factor in 115 fatalities; equivalent to 38% of total fatalities reported that same year. Still, these reflect a 12% decrease when compared to speed related fatalities reported in 2012.



PRTSC's has the vicarious responsibility of implementing strategic plans with the premise of reducing traffic fatalities in Puerto Rico. These efforts are a multi-agency task, which include agencies such as: PRPD, Municipal Police, ACAA, PRDOT and PRTSC, among others.

As part of these plans, during 2015, PRTSC's Police Traffic Safety Program granted funds to 28 Municipal Police Corps and State Police to work in high visibility enforcement and overtime patrol with the purpose of intervening with drivers in violation of Law 22, emphasizing on speeding, alcohol impaired driving and occupant protection enforcements. The payment of overtime hours has been an additional incentive for police officers committed to maintaining the law and security in our roads.

Also, 48 trainings conducted by PRPD have provided state police officers and municipal officers with skills in patrol techniques, alcohol, radar and photometer equipment, among others. In addition, PRTSC LEL and staff conducted 10 trainings regarding overtime mobilizations for state traffic police and municipal police.

| PRPD LAW ENFORCEMENT EFFORTS | | | | | | | |
|------------------------------|--------------------|-------------------|-------------|---------------------|---------------------------|----------------------|------------------------|
| YEAR | SPEEDING CITATIONS | DWI INTERVENTIONS | DWI ARRESTS | SEAT BELT CITATIONS | CHILD RESTRAINT CITATIONS | CELL PHONE CITATIONS | OTHER MOVING CITATIONS |
| 2011 | 154,029 | 9,745 | 8,179 | 172,962 | 2,258 | N/A | 458,246 |
| 2012 | 135,863 | 9,642 | 8,070 | 209,834 | 4,611 | N/A | 525,408 |
| 2013 | 132,042 | 10,297 | 8,573 | 186,938 | 4,087 | 39,477 | 610,050 |
| 2014 | 112,566 | 8,089 | 6,750 | 155,465 | 5,193 | 73,332 | 481,560 |
| 2015* | 118,917 | 6,095 | 5,220 | 111,343 | 3,104 | 57,258 | 339,917 |

*PRELIMINARY DATA FOR 2015

| MUNICIPAL POLICE EFFORTS | | | | | | | |
|--------------------------|--------------------|--------------------|-------------|---------------------|---------------------------|----------------------|------------------------|
| YEAR | SPEEDING CITATIONS | DWI INTERVENTIONS | DWI ARRESTS | SEAT BELT CITATIONS | CHILD RESTRAINT CITATIONS | CELL PHONE CITATIONS | OTHER MOVING CITATIONS |
| 2011 | 10,358 | Data Not Available | 6,242 | 8,815 | 285 | N/A | 27,692 |
| 2012 | 11,776 | Data Not Available | 3,931 | 14,019 | 376 | N/A | 37,968 |
| 2013 | 16,557 | Data Not Available | 3,033 | 20,521 | 525 | N/A | 99,720 |
| 2014 | 7,065 | Data Not Available | 962 | 12,969 | 312 | 6,745 | 55,496 |
| 2015* | 13,867 | 2,727 | 997 | 24,812 | 270 | 14,100 | 100,346 |

*PRELIMINARY DATA FOR 2015

During 2015, Speeding and Aggressive Driving Survey was conducted to better understand speeding habits in Puerto Rico, measure the effectiveness of media campaigns and public's awareness of law enforcement efforts regarding speeding. A total of 600 person to person interviews were conducted among licensed drivers, 16 years of age or older, that drive a motor vehicle, at least on several occasions per week. Results concluded the following:

- Approximately 65% of drivers admit to driving above the speed limit, regardless of the type of road.
- Higher incidence among males, age group 25 to 34. Lower incidence among females, 60+ age group.
- About 60% of all participants recalled having seen or heard media messages regarding speeding during the last month.
- Among those that recalled speeding messages, 47% recalled "any" slogan associated with penalties and the consequences of speeding.
- 63% report having seen or heard of police efforts to enforce speeding laws in the past 30 days.

- 9 out of 10 respondents feel that is they were driving above the speed limit and that the chances of being fined are “very likely”.

Performance Goals

- ✓ To reduce the 5-year moving average of speeding related fatalities from 149 in 2013 to 138 in 2015.– Objective achieved; speed related fatalities on 2014 were 115. Preliminary data for 2015 reports 85 speed related fatalities.
- ✓ To provide at least two (2) trainings for police officers regarding traffic laws, such as Beyond the Traffic Ticket. – Objective achieved; a total of 48 trainings were offered during FY2015.

Performance Measures

- ✓ Number of traffic violations, particularly speeding and other moving citations – 573,047 citations.
- ✓ Number of police officers trained – 1,074 police officers
- ✓ Number of police agencies participating in national campaigns – 22 PRPD and 28 Municipal Police Corps.
- ✓ Number of police agencies visited and oriented, and site visit reports – 59 police agencies visited and oriented, and 270 site visit reports.

Projects

13-03-00 Speed & Distracted Driving Surveys

No proposal was submitted for this project during FY15.

15-03-03 Police Programs Coordinator

- ✓ To improve the development and implementation of all PRTSC's enforcement initiatives related to traffic safety, two Law Enforcement Liaisons were commissioned (although one left because of personal issues). Tasks included:
- ✓ Participated in weekly and monthly reunions between the PRTSC personnel and LEL to discuss work plans related to State and Municipal Police, verify applications, and offer advice regarding law and order, and problem areas.
- ✓ Actively participated in meetings to improve forms and data gathering.
- ✓ Meetings were coordinated and offered to State and Municipal Police in relation to traffic interventions and the application of the Law for CIOT mobilization, and impaired driving summer 2015 overtime campaign.

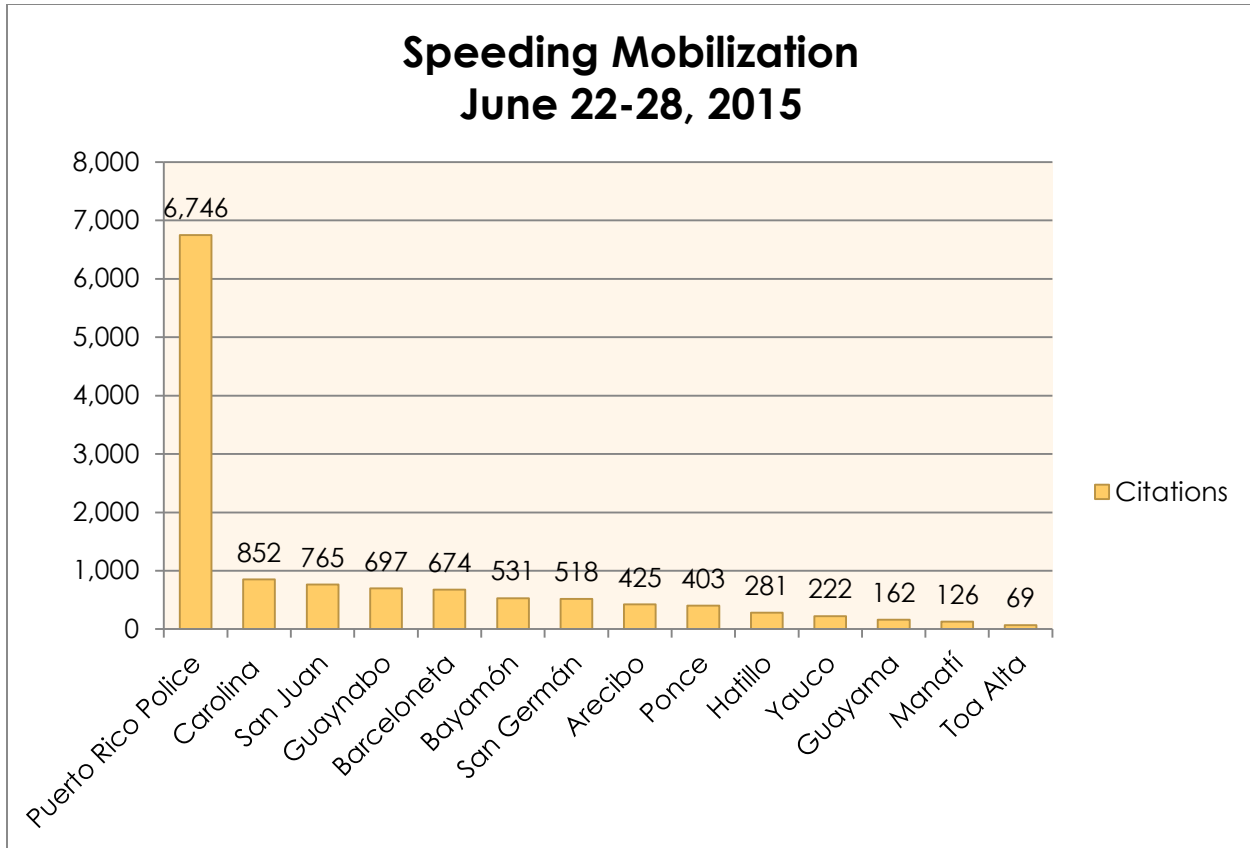
- ✓ LEL visited Municipal Police offering advice about mobilization paperwork, enforcement techniques, and requirements. Also, time sheets were intervened and evaluated.
- ✓ Assisted the PRTSC staff in the evaluation of all equipment acquired for State and Municipal Police Corps.
- ✓ Conducted approximately 270 field visits to different State and Municipal Police Corps.



15-03-XX
Speeding Enforcement Overtime

Overtime to participate in Speed Mobilization was funded for PRPD and various Municipal Police forces. All 22 state police regions together with a total of 13 municipalities were provided with funds for overtime patrol to enforce speeding laws and intervene with drivers.





Fiscal Review

| PROJECT NUM. | PROJECT NAME | OBLIGATED FUNDS | EXPENDED | UNEXPENDED BALANCE |
|---|------------------------------------|-------------------|-------------------|--------------------|
| 0303 | POLICE COORDINATOR | 119,600.00 | 90,743.95 | 28,856.05 |
| 0304 | TE SAN JUAN - VELOCIDAD | 7,220.41 | 7,100.24 | 120.17 |
| 0305 | TE GUAYNABO - VELOCIDAD | 11,503.30 | 10,878.71 | 624.59 |
| 0309 | TE BAYAMON - VELOCIDAD | 8,080.00 | 5,490.41 | 2,589.59 |
| 0319 | POL PR SPEED ENFORCEMENT OVER TIME | 100,000.00 | 86,664.69 | 13,335.31 |
| 0326 | TE CAROLINA - VELOCIDAD | 10,372.33 | 7,154.12 | 3,218.21 |
| 0340 | TE YAUCO - VELOCIDAD | 2,533.26 | 2,034.86 | 498.40 |
| 0342 | TE SAN GERMAN - VELOCIDAD | 3,390.09 | 3,012.66 | 377.43 |
| 0348 | TE HATILLO - VELOCIDAD | 2,909.05 | 2,909.05 | 0.00 |
| 0355 | TE MANATI - VELOCIDAD | 2,500.00 | 1,673.97 | 826.03 |
| 0360 | TE PONCE - VELOCIDAD | 3,222.74 | 2,005.68 | 1,217.06 |
| 0369 | TE TOA ALTA - VELOCIDAD | 796.37 | 796.27 | 0.10 |
| 0374 | TE BARCELONETA - VELOCIDAD | 10,949.22 | 9,344.92 | 1,604.30 |
| 0380 | TE ARECIBO - VELOCIDAD | 5,398.51 | 5,124.07 | 274.44 |
| 0395 | TE GUAYAMA - VELOCIDAD | 2,475.22 | 2,138.30 | 336.92 |
| Total 03 - POLICE TRAFFIC SERVICES | | 290,950.50 | 237,071.90 | 53,878.60 |

PLANNING AND ADMINISTRATION

Problem Statement

The PRTSC is responsible for the planification and administration of the Highway Safety Plan, as well as supervises the day-to-day operations, development, planning, evaluation, and monitoring of the activities described Plan. For the success of these objectives, we receive technical assistance from NHTSA.

Performance Goals

Implement and maintain policies and procedures that provide effective and efficient economical operation and evaluation of the Highway Safety Program. Support goals and objectives by regular technical and fiscal operations. Identify and develop solutions for the major highway safety issues. Assign and make good use of federal funds, while complying with federal regulations. Carry out contracts, purchases, trainings and audits according to the needs and available resources.

Performance Measures

- ✓ Prioritize tasks and assign resources adequately. – Objective achieved, the resources were used according to requirements and norms established.
- ✓ To speed-up liquidation rate. – Objective not achieved; estimated liquidation rate for 2015 is at 16%, in comparison with 21% on 2014.
- ✓ To develop, coordinate, monitor and administratively evaluate traffic safety grants identified in the Plan. – Objective achieved; 100% of the funds petitions submitted were intervened, monitored and evaluated.
- ✓ To manage funds according to regulations - Objective achieved, the funds were used according to requirements and norms established.
- ✓ To promote the Puerto Rico Highway Traffic Safety Programs. – Objective achieved; it was promoted at La Cumbre Hemisferica de Alcaldes 2015 where the mayors could submit different proposals and the HSP is been posted in the webpage.
- ✓ To contract professional services to establish norms, procedures, training and evaluation complying with 49 CFR Part 18 and MAP 21 – Objective achieved; a firm was contract to translate the Manual de Procedimientos y Normas para la Administracion de Fondos Federales.
- ✓ Monitor and evaluate the performance of Sub-Grantees of the program to determine effectiveness and achievement of goals. – Objective achieved; the area of monitoring fulfilled the objectives set; 100% of the programs were monitored with the support of coordinators.
- ✓ Continue to expand technology applications as a mean to disseminate traffic safety information and enhance the ability to communicate with our citizens.– Objective achieved; PRTSC webpage and social platforms such as Facebook and Twitter are invaluable tools for traffic safety communications.

- ✓ Conduct Single Audit for fiscal years 2014 and 2015. – Objective achieved; 2014 was completed and 2015 is in course and is going to be delivered in March. 2013 audit was also completed.

Projects

**15-04-02
Evaluate HSP Tasks**

Evaluated the use of funds, and the tasks and activities performed to confirm they were carried as planned and in a correct manner. Revised that the disbursements were properly documented (invoices, payment, etc). Performed field visits and phone calls, redacted e-mails and letters, and provided technical and operational support to programs.

Two monitors worked from October 2014 through September 2015, providing technical assistance and verifying voucher submitting. The total of activities performed contributed to the evaluation of 135 projects.

| Fiscal Activities | Total |
|----------------------------|-------|
| Worked Fund Petitions | 522 |
| Records Monitored | 135 |
| Field Visits | 39 |
| Worked Quarterly Reports | 184 |
| Reviewed Proposals AF-2015 | 67 |

**15-04-03
Administer Program**

Program Management is responsible for establishing goals, objectives and strategies supported by the daily technical, financial and fiscal operations through effective implementation of programs. Also responsible for making contracts, purchases, trainings and audits.

PRTSC staff participated in:

- ✓ **April 28-29, 2015: Communications Skills for Highway Safety Professional Course**, in Ohio to help highway safety professionals learn more about the creation, improvement, and implementation of effective, year-round communications plans.
- ✓ **March 15-17, 2015:Lifesavers Conference in Chicago, Illinois 2015**–Lifesavers provided a forum that delivered solutions to traffic safety challenges. Workshops, professional development sessions, and new equipment and technology directed to reduce fatalities and injuries were presented.
- ✓ **March 23, 2015: NHTSA – Region2 State Coordinators Meeting, White Plains, New York**; PRTSC's Executive Director, Planning Director and Financial Director, attended. Meeting covered topics related to the Highway Safety Planning Process and the Integration of the Highway Safety Plan with the Strategic Highway Safety Plan (HSP/SHSP). Changes in performance measures using a three-year trend for all states comprising NHTSA's Region 2 were presented. Special emphasis was given to law enforcement areas, pointing out the importance of an Evidence Based Traffic Safety Enforcement and Data Driven Approaches to Crime and Traffic Safety (DDACTS).
- ✓ **August 20-21, 2012: Participated in the CumbreHemisferica de Alcaldes 2015** which was held at the Puerto Rico Convention in San Juan.

- ✓ **August 29 – September 2, 2015: The 2015 GHSA Annual Meeting- Drunk, Drugged & Distracted Reaching High Risk Drivers in Nashville, Tennessee**; PRTSC Executive Director, Governor's Representative and Planning Director participated in workshops on how to explore highway safety after MAP-21, focusing on what the future holds — from Congressional legislation to technology to new approaches and programs. They



- also a held a private meeting with the Region 2 Administrator to discuss Fatality Rates performance and the liquidation of funds in comparison with the rest of the nation; concluding that Puerto Rico needs to better its fund liquidation strategies.
- ✓ Throughout the Fiscal Year: Personnel participated in different trainings, such as: Prevention of Elderly Abuse, Suicide Prevention, Fast Response in Suicide Situations, Human Resources Work Congress, Excel y Preparing Federales Federal Proposals.
- ✓ Throughout the Fiscal Year: Personnel participated and gave support in different educational activities, such as: *Fiestas de la Calle San Sebastian*, Child Safety

Seat Checkpoints in the Municipalities of Camuy, Cidra, Loiza and San Lorenzo, and the Commemoration Acts of the Constitution of Puerto Rico.

**Evaluate HSP Task
15-04-07, 15-04-12**

No proposal was submitted for this project during FY15.

**HSP and Annual Report
15-04-XX**

No proposal was submitted for this project during FY15.

HOW THE PROJECTS CONTRIBUTED TO MEETING THE TARGET:

PRTSO developed and submitted a comprehensive 2015 Highway Safety Plan by July 1, 2015, which was approved by NHTSA on September 17, 2015. It complied with the requirements of the Program Sections 402. This Plan included strategies and countermeasures that will help in our journey to achieve the projected traffic safety goals.

Fiscal Review

| PROJECT NUM. | PROJECT NAME | OBLIGATED FUNDS | EXPENDED | UNEXPENDED BALANCE |
|---|--------------------|-------------------|-------------------|--------------------|
| 0402 | EVALUATE HSP | 105,432.00 | 96,055.04 | 9,376.96 |
| 0403 | ADMINISTER PROGRAM | 173,369.00 | 151,470.26 | 21,898.74 |
| Total 04 - PLANNING AND ADMINISTRATION | | 278,801.00 | 247,525.30 | 31,275.70 |

OCCUPANT PROTECTION

Problem Statement

Puerto Rico achieved a 91.8% seat belt usage rate during 2015. When used properly, safety belts can reduce fatalities by 45% and serious injuries by 50%. Increasing the achieved rate requires an aggressive enforcement, and a public information and educational campaign with a strong and clear message.

Child restraint seat usage reached 94.7% during 2013. These seats, when used properly, can reduce fatal injury to infants (less than 1 year old) by 71% and to toddlers (1-4 years old) by 54%, in the event of a traffic crash. Since improper use is a significant problem, measures to increase proper use must be continued to complement the enforcement and educational campaigns.

| MOBILIZATION: USAGE RATES BY YEAR | | | | | |
|-----------------------------------|-------|-------|-------|-----------|-----------|
| | 2011 | 2012 | 2013 | 2014 | 2015 |
| Seat Belt | 91.9% | 90.2% | 89.7% | 89.5% | 91.8% |
| Child Safety Seat | 88.3% | 94.7% | 94.7% | No Survey | No Survey |

Efforts were directed to continue the operation of fitting stations, training technicians, creating public awareness of the location of these stations, and increasing enforcement. These events became media worthy and were covered by the press; this helped maintain the proper use of child restraint seat issues in the public eye. As part of this program, a Child Safety Seat Training was held this year with a total of 21 participants. Among these were: firefighters, and PRTSC personnel. To date, there are 60 fire stations (out of 92) and 3 Community Programs (including the PESET) that have established fitting stations. Inspection clinics are also conducted periodically with the cooperation and partial sponsorship of commercial chains, such as: Wal-Mart, USA Baby, Kmart and Babies R' Us.

Performance Goals

- ✓ To reduce the 5-year moving average of unrestrained occupant fatalities from 126 in 2013 to 122 in 2015. – Objective achieved; unrestrained fatalities on 2013 were 126, although most recent NHTSA Traffic Safety Facts indicated a total of 78 unrestrained fatalities in 2014. Preliminary data for 2015 reports a total of 54 unrestrained fatalities.
- ✓ Increase safety belt use from 89.5% in 2014 to 91% in 2015. – Objective achieved; seat belt use rate for FY 2015 is 91.8%.

- ✓ Increase child restraint use from 94.7% in 2013 to 95% in 2015. – Objective not achieved; no child restraint study was conducted that could evidence an increase of usage for FY 2015.
- ✓ Establish five (5) additional fitting stations, from 52 in 2013 to 57 in 2015 – Objective achieved; 6 new stations were established for FY 2015.
- ✓ To certify 25 more technicians, from 74 certified technicians in 2014 to 99 in 2015 – Objective not achieved; on the training conducted during FY 2015 there were only 21 spaces available through Safe Kids, therefore the 25 trainees mark couldn't be reached. The new technicians were certified from the Puerto Rico Fire Department and Personal of PRTSC. Firefighter Stations that, for various reasons, lacked technicians were strengthened. Still, during FY 2015, Puerto Rico counted with a total of 102 certified technicians.
- ✓ To participate in the 2015 National Click it or Ticket (CIOT) Mobilization – Objective achieved; from May 18 - 31, 2015, the Click It or Ticket (CIOT) National Campaign was held. PRTSC, as in previous years, granted funds for overtime hours for State Police and 18 Municipal Polices. This mobilization took place during the hours of 4:00 pm -10:00 pm, since statistics show that unrestrained fatalities mostly occur in this period of time.

Performance Measures

- ✓ Rate of seat belt use – 91.8%
- ✓ Rate of Child restraint use – 94.7%
- ✓ Amount of additional fitting stations – 6 fitting stations
- ✓ Amount of new CPS technicians – 21 new CPS techs in 2015
- ✓ Number of citations given to unrestrained occupants during CIOT mobilization – 12,980 citations
- ✓ Number of police agencies participating in CIOT mobilization – 19 agencies

Projects

15-05-03

Occupant Restraint Coordinator

The Coordinator organized projects and tasks that had to do with occupant protection and distractive driving. Also, participated in mass activities taking along the message of prevention, use of seat belts and safety seats, and to avoid distracted driving. In addition, the coordinator had an active participation in the planning of seat belt mobilizations and, being that the Coordinator is a Certified Instructor, also offered child safety seat educational talks.



**15-05-27
CPST Training**

- ✓ Training for new Child Safety Seat Technicians took place from September 1 – 4, 2015.
 - This Project funded the costs of equipment and materials, venue fees, and the hiring of instructors, their airfare and hotel stays.
- ✓ This year, PRISC conducted 13 massive Child Safety Seat Checkpoints. The result, a total of 376 safety seats were inspected and certified by Child Safety Seat Technicians.
- ✓ A total of 694 safety seats were acquired and were distributed through the “PréstameUnAsiento” (Loan me a seat) program in all massive events the PRISC planned and coordinated. They were also distributed among the Community Programs, PESET and the Fire Department of Puerto Rico.



**15-05-29
Observational Survey**

- ✓ During this year, PRISC commissioned an independent agency to conduct an observational study related to safety belt use and the effects of educational campaigns.
- ✓ For this study, pre- and post- campaigns were organized.

15-05-39

**PR Fire Department Fitting Stations
(April-September 2015)**

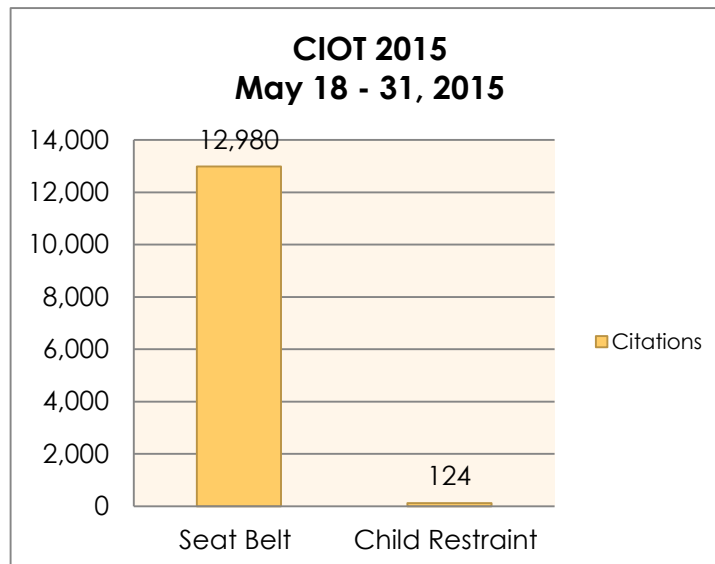
- ✓ Orientations/Inspections in Fire Stations – 1,632
- ✓ Educational activities – 21
- ✓ Coordination and operation of checkpoints – 11
- ✓ Purchase of 195 child safety seats to be distributed throughout the 60 Stations that serve as Child Safety Seat Inspection and Orientation Centers.
- ✓ 19 firefighters were certified as Child Safety Seat Technicians and 7 new Child Safety Seat Inspection and Orientation Centers were created.
- ✓ 65 Child Safety Seat Technician license renewals



15-05-XX

Traffic Patrol Overtime

From May 18 - 31, 2015, the Click It or Ticket (CIOT) National Campaign was held. PRTSC, as in previous years, granted funds for overtime hours for the State Police and 18 Municipal Police Corps. This mobilization took place during the hours of 4:00 pm -10:00 pm, since statistics show that fatalities involving non-use of seat belt occur in this period of time. See graphic below:



Fiscal Review

| PROJECT NUM. | PROJECT NAME | OBLIGATED FUNDS | EXPENDED | UNEXPENDED BALANCE |
|---|-------------------------------------|-------------------|-------------------|--------------------|
| 0503 | OCCUP. RESTRAINT COORD. | 45,503.00 | 41,195.66 | 4,307.34 |
| 0509 | TE GUAYNABO SEAT BELT | 48,920.49 | 41,466.37 | 7,454.12 |
| 0510 | TE CIDRA SEAT BELT | 7,183.21 | 4,781.93 | 2,401.28 |
| 0511 | TE MANATI - SEAT BELT | 2,500.00 | 1,339.18 | 1,160.82 |
| 0514 | TE AGUADILLA - SEAT BELT | 18,696.65 | 10,950.22 | 7,746.43 |
| 0515 | OVERTIME PONCE | 17,976.39 | 8,805.06 | 9,171.33 |
| 0517 | TE SAN JUAN - SEAT BELT | 36,708.07 | 30,699.85 | 6,008.22 |
| 0518 | TE BAYAMON - SEAT BELT | 22,636.00 | 19,503.44 | 3,132.56 |
| 0527 | INCREASE CHILD PROTECTION EDUCATION | 53,000.00 | 45,968.64 | 7,031.36 |
| 0529 | PROBABILITY BASED DESING SURVEY | 48,000.00 | 48,000.00 | 0.00 |
| 0543 | PERMANENT FITTING STATIONS | 19,241.00 | 17,317.90 | 1,923.10 |
| 0545 | TE SAN GERMAN - SEAT BEALT | 14,945.46 | 11,759.13 | 3,186.33 |
| 0546 | TE MOCA - SEAT BELT | 10,587.07 | 8,920.40 | 1,666.67 |
| 0547 | TE YAUCO - SEAT BELT | 12,061.64 | 11,287.05 | 774.59 |
| 0548 | TE TOA ALTA - SEAT BELT | 10,513.60 | 9,714.28 | 799.32 |
| 0549 | TE GUANICA - SEAT BELT | 784.55 | 780.81 | 3.74 |
| 0550 | TE POL DE PR - SEAT BELT | 180,000.00 | 153,199.16 | 26,800.84 |
| 0551 | TE GUAYAMA - SEAT BELT | 4,999.78 | 3,315.17 | 1,684.61 |
| 0552 | TE BARCELONETA - SEAT BELT | 29,176.40 | 17,918.86 | 11,257.54 |
| 0553 | TE HATILLO - SEAT BELT | 11,906.79 | 11,738.13 | 168.66 |
| 0554 | TE CAGUAS - SEAT BELT | 6,800.79 | 5,607.31 | 1,193.48 |
| 0555 | TE NARANJITO - SEAT BELT | 8,798.40 | 7,033.38 | 1,765.02 |
| 0557 | TE ARECIBO - SEAT BELT | 15,686.15 | 10,801.36 | 4,884.79 |
| 0558 | TE CAROLINA - SEAT BELT | 30,164.23 | 23,468.33 | 6,695.90 |
| 0559 | TE AGUADA - SEAT BELT | 3,110.98 | 1,423.37 | 1,687.61 |
| 0561 | TE CAMUY - SEAT BELT | 4,990.12 | 4,642.02 | 348.10 |
| 0562 | TE CEIBA - SEAT BELT | 2,994.66 | 0.00 | 2,994.66 |
| 0563 | TE COMERIO - SEAT BELT | 6,888.00 | 5,042.27 | 1,845.73 |
| 0564 | TE SANTA ISABEL - SEAT BEALT | 2,204.41 | 0.00 | 2,204.41 |
| Total 05 - OCCUPANT PROTECTION PROGRAM | | 676,977.84 | 556,679.28 | 120,298.56 |

COMMUNITY PROGRAMS

Problem Statement

Community Traffic Safety Programs include projects managed by the Municipalities with the purpose of using their knowledge and experiences regarding specific traffic safety issues observed in their particular area. These programs carry out different strategies that target PRTSC's program areas: Impaired Driving, Youth Alcohol, Occupant, Non-occupant Safety, and Motorcycle Safety, and Hazard Mitigation.

Community participation at the municipal level has been very important. Committed to traffic safety education, community programs continue to support and work simultaneously with efforts to build new attitudes within the general public. Two community programs are an integral part of our efforts to assist and provide technical advice on all topics related to the PRTSC Safety Programs. These Programs are: Naranjito and San Germán.

Previously part of the Non-occupant module, the Traffic Safety Park (PESET by its Spanish acronym) has been moved to the Community Programs module. Main reason for this being that starting on this FY2015 the park will also be serving as a Child Safety Seat Inspection Center, counting with two Certified Child Safety Seat Inspector. In addition, park personnel has given support in traffic safety activities, such as: Child Seat Checkpoints and Educational Talks.

Performance Goals

- ✓ Maintain the PRTSC's traffic safety educational efforts in all 78 municipalities through the CTSP's in order to reduce traffic fatalities from 344 in 2013 to 327 in 2015; Objective achieved – 2014 recorded a total of 304 fatalities, 40 less than 2013.
- ✓ Reduce the number of fatalities at the municipal level, especially in high incidence Municipalities; Objective not achieved – Altogether, 14 municipalities comprising both operating Community Programs recorded an increase of 2 fatalities, a total of 50 in 2013 and 52 in 2014.

Performance Measures

- ✓ Number of educational traffic safety activities conducted – 532
- ✓ Number of fatalities by municipal area - 52
- ✓ Number of citizens that received direct orientations and educational material in the activities –(Directly: 51,529 / Indirectly: 214,382)
- ✓ Number of coordination efforts with local law enforcement – 19 Coordinated efforts with local law enforcement

Projects

15-06-XX

Community Traffic Safety Programs

Community Programs are an essential and necessary resource to address and combat traffic safety problems. They work directly with the communities, citizens, NGOs, schools, and law and order agencies. Community Programs are valuable because of their direct access to citizens and because they receive first-hand road safety information.

These programs provided education through orientations on occupant protection (seatbelt, child restraint, and distracted driving) and non-occupant protection (pedestrians, cyclists and horse riders). Also, youth alcohol consumption, alcohol-related, drunk driving, and motorcycle safety, were topics of discussion during orientations. These workshops and educational conferences targeted children, teenagers, adults, and seniors. Also, CTSPs collaborated with local law enforcement by planning national mobilizations and providing assistance in the completion of forms and documents.

The CTSPs worked at child seat fitting stations, aiding local Fire Stations in this important task directed at child safety. Multiple child restraint checkpoints were conducted through the year.

Community Programs identified traffic safety necessities and collaborated in coordinating different trainings for municipal police officers in areas, such as: Emergency Medical Services, law enforcement, etc.

Another area that CTSP covered was providing assistance to municipalities by identifying road hazards and areas prone to crashes and fatalities. Community Programs coordinated with PRTSC’s Impact Team the evaluation of these potential road safety hazards, such as: lack of signage and pavement markings, road audits, and recommendations.

Community Programs funding include personnel costs for a coordinator, an assistant, office and educational materials, rent, purchase and maintenance of equipment and vehicles, outside and local travel costs for training, and other related costs.

15-06-28

San Germán Community Program

| Presentations | | | | | |
|----------------------------------|------------------------|---------------------------------------|-------------------|----------------|--------------------------------|
| Seat Belt | Child Seat | Speed | Alcohol | Non-occupant | Motorcycle |
| 132 | 84 | 60 | 72 | 26 | 1 |
| Other Activities | | | | | |
| Child Seat Inspections In Office | Child Seat Checkpoints | Child Seat Inspections In Checkpoints | Educational Fairs | Radio Programs | Hazard Elimination Inspections |
| 151 | 3 | 15 | 15 | 9 | 1 |

Total of people impacted

Directly: 41,227
Indirectly: 197,691

**15-06-29
Naranjito Community Program**

| Presentations | | | | | |
|----------------------------------|------------------------|---------------------------------------|-------------------|------------------------|------------|
| Seat Belt | Child Seat | Speed | Alcohol | Non-occupant | Motorcycle |
| 72 | 205 | 309 | 72 | 65 | 65 |
| Other Activities | | | | | |
| Child seat inspections in office | Child Seat Checkpoints | Child Seat Inspections In Checkpoints | Educational Fairs | Preventive Road Blocks | |
| 94 | 2 | 39 | 1 | 0 | |

Total of people impacted

Directly: 4,857
Indirectly: 16,691

**15-06-50
Traffic Safety Education Park**

The Traffic Safety Education Park (PESET) in Arecibo, provides classroom education and experiences as a driver, a pedestrian and a cyclist to children between the ages of 7-10 years on a replica of a typical Puerto Rican town and country roads. Reservations to attend the park are made by school teachers or camp counselors around the Island. The Park serves as a Child Safety Seat Inspection Center with one Certified Inspector. PRTSC funds personnel costs (director, educators, and administrative staff), materials and office supplies, equipment, travel, and per diem.



PESET decreased the number of visitors from 6,533 in 2014 to 5,445 in 2015.

| Visitors | FY 2014 | FY 2015 | Difference | Percent |
|--------------|--------------|--------------|---------------|-------------|
| Children | 5,111 | 4,131 | -980 | -19% |
| Adults | 1,422 | 1,314 | -108 | -8% |
| Total | 6,533 | 5,445 | -1,088 | -17% |

| Institutions | FY 2014 | FY 2015 | Difference | Percent |
|--------------------|------------|------------|------------|-------------|
| Public Schools | 102 | 98 | -4 | -4% |
| Private Schools | 36 | 38 | +2 | +5.5% |
| Summer Camps | 28 | 36 | +8 | +28.6% |
| Head Start Centers | 16 | 13 | -3 | -18.8% |
| Independent Groups | 9 | 29 | +20 | +222% |
| Total | 191 | 214 | +23 | +12% |

| Child Seat Inspections | FY 2014 | FY 2015 |
|------------------------|---------|---------|
| In Park | n/a | 33 |
| In Checkpoints | n/a | 10 |

| | FY 2015 |
|---|---------|
| Other Educational Activities Held by PESET Personnel Outside of the Park | 10 |

Fiscal Review

| PROJECT NUM. | PROJECT NAME | OBLIGATED FUNDS | EXPENDED | UNEXPENDED BALANCE |
|--|-------------------------------------|-------------------|-------------------|--------------------|
| 0628 | COMMUNITY PROGRAM SAN GERMAN | 71,418.00 | 62,713.88 | 8,704.12 |
| 0629 | COMMUNITY PROGAM NARANJITO | 56,159.00 | 49,100.60 | 7,058.40 |
| 0650 | TRAFFIC SAFETY PARK - PESET ARECIBO | 302,755.00 | 222,996.83 | 79,758.17 |
| Total 06 - COMMUNITY TRAFFIC SAFETY | | 430,332.00 | 334,811.31 | 95,520.69 |

TRAFFIC RECORDS

Problem Statement

Traffic Crash Data is the focal point and an essential tool used in the identification of highway safety problems. Timely, accuracy, accessibility, and analysis are very important to develop, implement and evaluate the countermeasures that will reduce roadway injuries and fatalities. There are many uses for this data, for example: law enforcement uses data for strategic deployment of enforcement units; engineers use data to identify roadway hazards; judges use data as an aid in sentencing; prosecutors use data to determine appropriate charges to levy against drivers in violation of traffic laws and ordinances.

The Puerto Rico Traffic Records Coordinating Committee (PRTRCC) includes an executive and a technical level. This two-tiered committee is critical for the state's proper development, maintenance and track of the progress of projects identified in the Puerto Rico Strategic Plan.

Traffic Records Coordinating Committee Members:

- **State agencies:**
 - Department of Transportation
 - Highway and Transportation Authority
 - Federal Highway Administration
 - Automobile Accident Compensation Administration
 - Puerto Rico Police Department
 - Administration of Courts
 - Department of Justice
 - Emergency Medical System
 - Department of Health
 - Federal Motor Carrier Safety Administration
 - University of Puerto Rico, Research Center
 - 911 Services

- **Federal agencies:**
 - Federal Highway Administration
 - Federal Motor Carrier Safety Administration

The management approach of highway safety program development embraces the concept of countermeasures implementation directed at specific problems identified through analytical processes. Currently, all TRCC members agreed that the Crash System is the most important system among the six basic traffic system records.

A top priority for improving the Commonwealth's Traffic Records Systems is electronic data of motor vehicle crashes. As recommended during the 2012 Traffic Records Assessment, the Puerto Rico's Traffic Records Coordinating Committee is developing efforts towards seeking improvements on implementing an electronic crash report.

Objective: *(Based in coordination with Puerto Rico's Strategic Highway Safety Plan – Emphasis Area #1 Data Gathering, Analysis and Sharing).*

Traffic Records Program has adopted SHSP goals; however, in order to be specific as HSP requires, program goals are more detailed than the SHSP's.

Strategies

- ✓ To fund activities; such as, contracting seven employees for traffic crashes data entry that will improve all crashes data availability from 775 days to 400 days by the end of 2015.
- ✓ To conduct an evaluation of the Police Accident Report (PPR-93) to ensure compliance with the Model Minimum Uniform Crash Criteria Guideline (MMUCC) and the inclusion of commercial motor vehicle data fields.
- ✓ To provide training for law enforcement and traffic safety agencies on complete and accurate traffic data collection and CARE database during 2015.
- ✓ To provide stakeholders (TRCC members) with direct access to traffic records data, like CARE Web and CARE Desktop Version by the end of 2015 and promote the availability of drunk drivers and repeat offenders data.
- ✓ To enhance the analytical capacity of the Analysis Accident Office database to include a geo-location tool for crashes, codes of segments and allow scanning documents (PPR 93, property damages documents) by the end of 2015.
- ✓ To improve traffic records data collection to increase MIRE fields, of 26 in 2013 to 36 in 2015.
- ✓ To promote the integration (and warehousing) of traffic records to have 20% integration between two traffic records systems by the end of 2015; DAVID+ and SIJC database.

Performance Goals

- ✓ To collect digital data from the Police Accident Report (PAR) by the end of the calendar year, from 0 in 2013 to 25% in 2015. - Objective not achieved; the Proposal "Accident Reporting and Points Management Architecture was submitted to the PRTSC in June 2015 with complete information required by NHTSA, but still no agency can provide financial sponsor for the project. Options: DOT, UPR-CIES.
 - ✓ To increase Project CARE access, from 60 TRCC members in 2013 to 70 members in 2015. – Objective achieved; currently there are 112 users with access to the CARE system.
 - ✓ To reduce the time between crash and data availability in the Accidents Analysis Office (DOT) from 775 in 2014 to 400 days in 2015 by reducing the crash records backlog. – Objective achieved; with the hiring of 15 employees, who performed the tasks of debugging, zoning, coding and data entry.
 - ✓ To increase the actual 80% crash report to 95% in compliance with MMUCC. – Objective not achieved; compliance remained at an 80% during FY 2015
-

Performance Measures

- ✓ Number of Digital Police Accident Reports (PAR) – 0%
- ✓ Number of members that have access to Project CARE – 112 users.
- ✓ The time between crash and data availability in the database – 365 days.
- ✓ Number of data elements in crash report in compliance with MMUCC – 80%
- ✓ Number of Model Inventory of Roadway Elements (MIRE) – 28 elements.

Projects

Funds will be used to implement projects under Section 405 (c) "Traffic Safety Information System Improvement Grant Program" which were evaluated and approved by the TR members.

15-07-01

Traffic Records Coordinator

TR Coordinator continues representing the interests of the PRTSC, agencies and stakeholders within the highway and traffic safety community. TR Coordinator will be responsible for reviewing and evaluating new technologies which will keep the highway safety data and traffic records system up to date. Aligned with this objective and in order to fully develop traffic data gathering and sharing to its full potential, the Coordinator will track all the changes and issues related to ongoing projects, such as: preparation, development and implementation of the strategic plan, project management and TRCC meetings. Funds will cover Coordinator's salary, fringe benefits, equipment and meeting minute's computer software, TRCC supplies, and other related costs. Main objective of TR Coordinator will be to assure that the TRCC Projects will implement field data collection in timeliness, accuracy, completely, uniformly, integrated and in an accessible manner. Strategy is based on NHTSA's Uniform Guidelines, Guideline #10 – Traffic Records, and Chapter IV-Managing Traffic Records.

- ✓ A total of 3 meetings were held with members of the TRCC to review and evaluate new technologies to keep the highway safety data. In addition, to evaluate and approve new proposals.
- ✓ Meetings with the Project's Coordinator to supervise the projected tasks.
- ✓ Strategic Plan, Charter and Membership were updated.
- ✓ Participation of 2 members in the Traffic Records Forum in Costa Mesa, California.
- ✓ A Progress Report to qualify for the 405 (c) Grant Fund was prepared and submitted. At this time the Program received \$68,164.49 (Additional funds June 30, 2015) and \$68,164.47 (Additional funds September 21, 2015). Pending approved funds 2015-2016.

15-07-10

Analysis and Collection of Traffic Crashes 2014

Funds were provided to contract 15 employees to work in the Accident Analyses Office of the Department of Transportation and Public Works. The employees worked in the following areas: debugging, zoning, coding, and data entry. Data entry was performed using the current procedure and cases for year 2014 were entered. An input case per year is estimated at 200,000 (injuries, fatalities and damage property). The data entered into the system was delivered to Dr. Hector M. Colón, Project Manager, and Implementation of CARE Crash Data System to PR which in turn is sent to the University of Alabama and becomes part of the CARE tool for analysis purposes.

- ✓ Hiring 15 employees.
- ✓ All data entry (injuries, fatalities and damage property) for year 2014.
- ✓ Total data entered: 143,370 traffic crashes records.
- ✓ Progress reports updated.
- ✓ Data uploaded in CARE System.



15-07-12

Puerto Rico DMV & SIJC Integration

Funds were provided to include the integration of the database of the Department of Transportation and Public Works (DAVID+ system) and the database of the Department of Justice (CIJS) with DWI cases. Statements or resolutions will be taxing by the Department of Justice, and review and update the records of drivers in a more efficient manner. Contractual services and other related cost will be funded.

- ✓ NHTSA approved the project to will complete for the 3 months of the fiscal year 2016 (until December 31, 2015) to allow time for project completion.

15-07-13

CARE System to Puerto Rico Crash Data 3

Funds were provided to: complete the initial development of the MapClick tool - a tool to geolocate crashes and write the segment codes on the electronic crash record; add relational database capability to the CARE desktop application to allow construction of complex filters; develop new data entry screens following the modifications of the new Police Crash Report and restructure the crash database accordingly; enhance the functionality of the CARE tool in its two environments (desktop and web portal), and continue offering capacity building activities in data analysis to the users of the new analytical tool.

- ✓ Three versions of CARE are available: Web Portal Restricted, Web Portal Public and Desktop.
- ✓ Uploading of 2014 crash dataset (Injuries, fatalities and property damage).
- ✓ Currently 112 users have access to the database.
- ✓ Training was given to PRTSC personnel, TRCC members and Projects personnel whom are responsible of preparing and submitting project proposals.
- ✓ Integration of multiple road line work geographic datasets into a single base map (~ 400,000 road segments), cleaning and repair of gross errors.
- ✓ Development of interface for MapClick – a geolocation tool to georeference crashes in all – state and local – roads and alpha testing.
- ✓ Development of pre-programmed reports for Office of Accident Analysis.
- ✓ Development of comprehensive crash data report covering years 2002-2014.
- ✓ Entering road node and segment codes of 56% of the road network.
- ✓ Maintenance of data portal and technical support to users.

15-07-14

Fatality Analysis Reporting System (FARS)

Funds were provided to cover fringe benefits for the FARS Analyst. These funds were used especially to cover social security, retirement, workers compensation, health insurance, and Christmas bonus. It is important to mention that the FARS Program provides all data on fatal motor vehicle traffic crashes that are gathered from the State's own source documents and are coded on standard FARS forms. In addition, statistical reports have been performed from this data to be used by other agencies. The FARS Proposal received a funding reduction, which will be needed to cover the rest of expenses. The data entered into the system was delivered to Dr. Hector M. Colón, Project Manager, and Implementation of CARE Crash Data System to PR which in turn is sent to the University of Alabama and became part of the CARE tool for analysis purposes. Strategy is based on NHTSA's Uniform Guidelines, Guideline #10 – Traffic Records, Chapter 1 (a).

- ✓ FARS proposal covered a portion of fringe benefits for the FARS Analyst, who manages, analyzes, decodes, and maintains FARS database of all traffic fatalities within Puerto Rico.
- ✓ The FARS Analyst has entered 246 fatalities in the database.

15-07-15

Accident Reporting and Points Management System

Accident Reporting and Point Management System (ARPMS) is an initiative from the Office of the Chief of Information Officer that seeks to implement a technological platform to strengthen the Commonwealth of Puerto Rico's ability to capture information related to traffic crashes and use the data to improve road and highway safety, educational campaigns, in compliance with Federal mandates or policy. The data gathered through ARPMS will support Municipal, State and Federal law

enforcement agencies by providing a reliable platform with up-to-date information on criminal records, pending tickets, reported crashes and others, which will support law enforcement planning and execution. The Accident Reporting Analytics project will focus on the analysis, design, development, testing, and implementation of an application to generate accident report forms (PPR-93) from data entered by the Puerto Rico Police through a mobile application at the scene of the accident. The accident reporting analytics technical solution will use the GMQ for messaging and will store captured data in a central database. Strategy is based on NHTSA's Uniform Guidelines, Guideline #10 – Traffic Records, and Chapter 1.

- ✓ Approved by the all members of the TRCC.
- ✓ NHTSA request detail information about cost and phases.
- ✓ Currently there are not financial sponsor. Options to evaluate: DTOP, UPR-CIES, and Puerto Rico Police Department.

15-07-17

IT Specialist/Facilitator

- ✓ PRTSC determined withhold this proposal.

Fiscal Review

| PROJECT NUM. | PROJECT NAME | OBLIGATED FUNDS | EXPENDED | UNEXPENDED BALANCE |
|----------------------------------|--|---------------------|-------------------|--------------------|
| 0701 | TRAFFIC RECORD DATA PROCESSING | 61,024.60 | 43,578.91 | 17,445.69 |
| 0710 | TRAFFIC RECORDS BACKLOG UPDATE | 337,190.00 | 269,725.68 | 67,464.32 |
| 0712 | PR DMV-SJIC INTEGRATION | 445,775.00 | 0.00 | 445,775.00 |
| 0713 | IMPLEMENTATION OF CARE SYST TO PR CRASH DATA | 359,747.00 | 339,016.87 | 20,730.13 |
| 0714 | FATALITY ANALYSIS REPORTING SYSTEM | 8,211.00 | 6,700.61 | 1,510.39 |
| Total 07 - TRAFFIC RECORD | | 1,211,947.60 | 659,022.07 | 552,925.53 |

NON-OCCUPANT PROTECTION

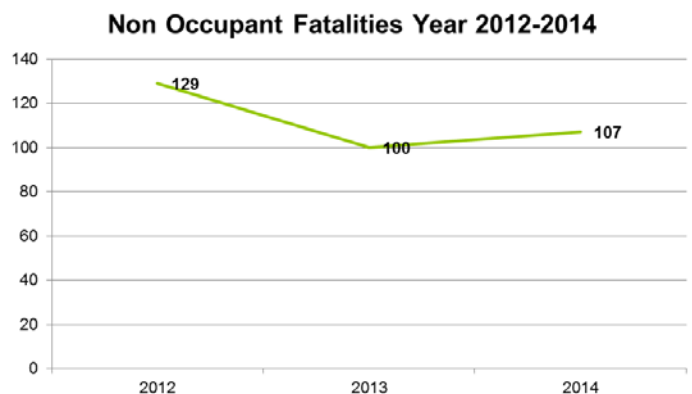
Problem Statement

In 2014, Puerto Rico reported a total of 204,345 traffic crashes, this represents a decrease of 14% when compared with 236,107 traffic crashes that occurred in 2013, a difference of 31,762 crashes.

Non-occupant fatalities rank second in total traffic fatalities, with 107 out of 304 fatalities reported in 2014, or 35%. This same year, a total of 95 pedestrian fatalities were reported, in comparison with 2013 which reported 87 less fatalities. This represents an increase of 7%.

Data shows that in 2014 there were 12 cyclist fatalities, this represents an increase of 1 fatality when compared to 2013.

| FATALITY TYPE | 2012 | 2013 | 2014 |
|-------------------------|------------|------------|------------|
| Cyclists | 16 | 11 | 12 |
| Horse Riders or others | 1 | 2 | 0 |
| Pedestrians | 112 | 87 | 95 |
| Skaters / Skateboarders | 0 | 0 | 0 |
| Non-Occupant Fatalities | 129 | 100 | 107 |
| Total Fatalities | 366 | 344 | 304 |
| Non-Occupant Percentage | 35% | 29% | 35% |



Performance Goals

- ✓ To reduce pedestrian's fatalities from 87 in 2013 to 82 in 2015 – Objective not achieved; pedestrian fatalities in 2014 totaled 95. In addition, preliminary data for 2015 reports 100 pedestrian fatalities.
- ✓ To maintain the 11 cyclists as the 2015, maintain the same amount of 11 cyclist fatalities in the previous year (Data up to December 24)

Performance Measures

- ✓ Number of Non-Occupant fatalities – 107
- ✓ Number of pedestrian fatalities – 95
- ✓ Number of cyclist fatalities – 12
- ✓ Number of people reached through the educational program

Projects

**15-08-01
Non-Occupant Program Coordinator**

The Coordinator of Bicycle and Pedestrian Safety Program continues to support the goal of reducing serious injuries and fatalities in traffic crashes involving cyclists and pedestrians. Coordinator is the principal contact with federal, state and local agencies, public, private, non-profit organizations, communities and citizens on matters regarding bicycles and pedestrians.



Program focused its efforts on vulnerable users, offering presentations on relevant information of their mobility on our roads in the First Puerto Rico Walking and Bicycling Safety Assessment and Workshop organized by the U.S. Department of Transportation-Federal Highway Administration and Puerto Rico Strategic Highway Safety Plan Reunion. These presentations consisted of 12 educational talks, 13 trainings, 20 events, 60 meetings and other activities on which road safety for all users was emphasized and promoted. During these activities we had the opportunity to educate close to 24,688 people directly.

Program coordinator is an active member of the Comprehensive Bicycle Committee and the Pedestrian Plan Committee of the Puerto Rico Highway and Transportation Authority, the Complete Streets Committee, Strategic Plan Road Safety Committee and of the Sub-Committee of the Transportation Demographic Challenge Commission.

Coordinator participated in school and college educational safety activities, safety fairs, cycling trails, events, and community groups, such as: AARP, Judicial Academy of the Court of Appeals of Puerto Rico and College of Engineers and Surveyors of Puerto Rico.



Fiscal Review

| PROJECT NUM. | PROJECT NAME | OBLIGATED FUNDS | EXPENDED | UNEXPENDED BALANCE |
|--------------|---------------------------------------|------------------|------------------|--------------------|
| 0801 | PEDESTRIAN COORDINATOR | 37,242.00 | 36,348.93 | 893.07 |
| | Total 08 - NON OCCUPANT SAFETY | 37,242.00 | 36,348.93 | 893.07 |

TRAFFIC ENGINEERING

Problem Statement

The 2015 Annual Report of the Puerto Rico Traffic Safety Commission (PRTSC), incorporates all works done from October 1, 2014 to September 30, 2015, including PRTSC's Traffic Engineering / Impact Team Program which principally supports the reduction of crashes and fatalities among the road system and all road users. This program is funded through Sections 154/164HE (Hazard Elimination) available funds.

The Traffic Engineering / Impact Team Program works with any safety situation that presents a hazard for any roadway user around the island. Program analyzes crash data reports to identify intersection or road segments that need to be inspected by the PR-DOT. As part of program's objectives, the Road Safety Training is provided to the people working directly with design, construction & implementation of a road safety countermeasures.

Traffic Engineering Program developed with the Puerto Rico Highway and Transportation Authority (PRHTA) Safety Office different kinds of projects to mitigate crashes in high incidence sites. The field inspection and the crash data analysis are the base information used to start the process of safety recommendations and design for a new project. Those inspections also allow a proper identification of security problems, such as: pavement marking, lack of signing, and other identified situations. In addition, both programs work together in the development of several road safety trainings for employees of the PR-DOT. Our program is allied with the Puerto Rico Highway and Transportation Authority (PRHTA), Puerto Rico Department of Transportation and Public Works (PR-DOT), and Federal Highway Administration (FHWA). All share the goal of making our road system a safer one.

Performance Goals

- ✓ To inspect and evaluate multiple road sites with reported traffic safety issues. Objective achieved - approximately 28 site visits and 33 meetings were held, during 2015.
- ✓ To coordinate and promote Professional Highway Safety Education; Objective achieved - as part of the SHSP Steering Committee & DOT Road Safety Committee program organized several activities during the year to impact road safety professionals of the PR-DOT.
- ✓ To increase the number of site visits and refer traffic safety issues to the DOT - Objective achieved; with a close professional relation with the PRHTA, DOTPW & FHWA, we evaluated, recommended and assign funds for future project. In addition we provide recommendations to the DOT in road safety issues around the island that the DOT are going to work.
- ✓ To continue monitoring and managing on-going projects - Objective achieved; with the close out of all starter projects and the proper follow-up of all approved projects, the objective was reached; although, there's always space to improve efforts.

- ✓ To promote the replacements and up-grades of traffic control devices in the road system. - Objective achieved; with the recommendations and development project of this program we can demonstrate the progress and funds liquidation
- ✓ To increase the liquidation of funds in 154/164HE. Objective not achieved. This situation is partly associated with cash flow difficulties of the PRHTA & DOTPW. Currently, PRTSC is designing new projects with PRHTA and DOTPW planning ways of increasing funds liquidation.

Performance Measures

- ✓ Funds liquidated- \$69,613.40
- ✓ Areas identified- Approximately 15
- ✓ Number of projects funded- 10 projects
- ✓ Number of Projects for evaluation – 4 projects
- ✓ Number of Professional Educational Activities- 6 activities

Projects

15-11-02

Impact Team Coordinator/Traffic Engineering Management

The Impact Team Coordinator/Traffic Engineering Management is in charge of the communications and development of the projects. Also, as a link between the PRHTA, DOTPW, FHWA and PRTSC which have the responsibility to assist and make all decisions regarding the use of the Hazard Elimination Funds assignment. Program also contributes with all other PRTSC areas for the development of any kind of project that is beneficial to Puerto Rico.

The Traffic Engineering Program is a program created to develop low cost and fast improvement projects that provide safety measures to prevent crashes. Also, the program works together with the Traffic Safety Office of the PRHTA making recommendations during the design, construction, maintenance and operational phases of those projects. Another essential task is the management of funds (154HE/164HE) for multiple projects that the DOT has contractually come to an understanding with the PRTSC for their subvention.



With the implementation of MAP-21, the Federal Highway Administration (FHWA) requested a Strategic Highway Safety Plan to the Puerto Rico Highways and Transportation Authority (PRHTA) in accordance with all the specifications described.

From this request the PRHTA decided to create a Steering Committee to develop this plan. From day one, and with the authorization of the PRTSC Executive Director, the traffic engineering program has been involved in the development of the plan.

Educational Activities:

Part of the duties and priorities of the traffic engineering program includes the organization and coordination of continued education for road safety professionals. This includes, but is not limited to, seminars, presentations, and activities among others that are related to traffic safety topics.

| TRAFFIC ENGINEERING PROGRAM | | | | |
|-----------------------------|---------------|--------------|--------------|-----------|
| Fund | Aproved Funds | Used Fund | Balance | % of used |
| 164HE | \$ 73,636.23 | \$ 56,721.21 | \$ 16,915.02 | 77% |

15-11-13

Special Safety Projects

During the period of October 1, 2014 through September 30, 2015, the Ongoing Projects approved for the Special Safety Projects & Island wide Road Safety Up-Grade are listed below. All the projects have been auctioned and some are in the construction phase, although some of them have not submitted any evidence of payment at this time. The balance of funds will be moved to FY 2016 for the subvention of these. The estimated finish date for all the projects is September 2016.

Ongoing Projects:

| | | | | | |
|---|-------|-----------------|--------------|-----------------|----|
| Traffic Signal Upgrade on intersection of PR-174 with CESCO Bayamon Access Road | 164HE | \$ 350,000.00 | | \$ 350,000.00 | 0% |
| Safety Improvement on PR-107 from 0 Km to 4.7 Km. | 154HE | \$ 1,500,000.00 | | \$ 1,500,000.00 | 0% |
| Safety Improvement on intersection of PR-54 with PR-7711 | 154HE | \$ 1,600,000.00 | | \$ 1,600,000.00 | 0% |
| Traffic Signal Upgrade on intersection PR-127 with Santa Elena Shopping Center | 164HE | \$ 300,000.00 | | \$ 300,000.00 | 0% |
| Safety Improvement on PR-100 from 0 Km to 16.3 Km. | 154HE | \$ 1,500,000.00 | | \$ 1,500,000.00 | 0% |
| Traffic Signal Upgrade on intersection PR-194 with El Conquistador Ave. | 164HE | \$ 386,991.81 | \$ 12,240.00 | \$ 374,751.81 | 3% |

15-11-16

Islandwide Road Safety Up-Grade

| | | | | | |
|--|-------|---------------|------|---------------|----|
| Road Safety Improvement for PR-838 from 0.0 Km to 1.96Km | 164HE | \$ 105,610.00 | \$ - | \$ 105,610.00 | 0% |
| Purchase of equipment for road marking for the San Juan Region | 164HE | \$ 100,000.00 | \$ - | \$ 100,000.00 | 0% |
| Purchase of equipment for road marking for the Arecibo Region | 164HE | \$ 122,350.00 | \$ - | \$ 122,350.00 | 0% |

Fiscal Review

| PROJECT NUM. | PROJECT NAME | OBLIGATED FUNDS | EXPENDED | UNEXPENDED BALANCE |
|---------------------------------------|--|---------------------|------------------|---------------------|
| 1102 | IMPACT TEAM | 74,200.00 | 57,373.40 | 16,826.60 |
| 1115 | SPECIAL PROJECTS | 5,597,155.86 | 12,240.00 | 5,584,915.86 |
| 1116 | ISLAND WIDE ROADS SAFETY UP-GRADE - DTOP | 222,350.00 | 0.00 | 222,350.00 |
| Total 11 - TRAFFIC ENGINEERING | | 5,893,705.86 | 69,613.40 | 5,824,092.46 |

MEDIA

Problem Statement

During this year Communications' strategies were focused on reducing traffic crash fatalities and injuries. For this achievement, we worked strategically integrating advertising and public relations tactics, astrends developed inthe communicationsindustry. We applied a Communications' Strategic Plan for each program addressing our targeted audience and data analysis. At the end of the FY 2015 we reached close to 76,000 fans on Facebook, in comparison to 75,000 we had during FY 2014. We also conducted studies based on Puerto Ricos' demographic.

We also continued our Paid Media strategy, since evidence-based studies and statistics have proven that PRTSC Media Campaigns are effective and necessary; 2015 DUI study revealed that 7 out of every 10 (70%) participants recalled having seen/heard "any" campaign or message during the last month. Therefore, through these types of messages we assure that a greater number of people in the target audience is reached to complement an enforcement effort and communicate with the public; it reaches the majority of the population by educating, promoting and reminding the target audience our awareness messages.

Performance Goals

- ✓ Achieve that the Target Market adopts the road safety message and incorporates it as part of their lifestyle.– Objective achieved; during 2015 we achieved a reduction of traffic crashes, our lowest ever.
- ✓ Increase recognition of the PRTSC educational messages by program area and target market. - Objective achieved; during 2015 the DUI study revealed that 70% participants recalled having seen/heard "any" campaign or message during the last month.
- ✓ Obtain an effective positive change in attitudes towards traffic safety –Objective achieved; during 2015 we achieved a reduction of traffic crashes, our lowest ever.
- ✓ Increase Earned Media: TV and Radio bonus spots, Editorials in Newspapers, Magazines and other printed media, and exposition through TV and Radio interviews. – Objective not achieved;a 34% of earn media exposition was reached during FY 2015in comparison to a 70% during FY 2014.

Performance Measures

- ✓ Amount of Media investment - \$1,560,542.83
- ✓ Amount of Earned Media time - \$536,613.75
- ✓ Amount of Surveys- \$64,000.00

| Earned Media Results* | |
|---|-----------------|
| Paid Media | \$ 1,560,542.83 |
| Earned | \$ 536,613.75 |
| Earned Exposure | 34% |
| * Results obtained as a combined effort from the PRTSC team, independent contractors, nonprofit organizations, government agencies, and civic groups, as we all share the social commitment of road safety. | |

Projects

**15-12-01
Impaired Driving Campaign**

- ✓ **Christmas Crackdown – December 18, 2014 to January 6, 2015**
Budget: \$279,543.44

During the Christmas period PRTSC implemented the educational campaign with the slogan “Guiarborrachó, sobre el límite bajo arresto” (Drunk driving, over the limit, under arrest). The campaign ran simultaneously with the US National Crackdown.

| Media Activity | |
|------------------------------|-------|
| TV Ads | 406 |
| Radio Ads | 867 |
| Print Ads | 22 |
| Outdoors | 110 |
| Online Clicks | 6,102 |
| Pasalallave.com Blog's Visit | 8,304 |

- ✓ **Easter Crackdown – March 27 to April 6, 2015**
Budget: \$112,133.81

During this period we continued to use our alcohol awareness slogan “Guiarborrachó, sobre el límite bajo arresto”. The educational effort was focused on alerting about the consequences of drinking and driving. The campaign ran simultaneously with the US National Crackdown, and supported the Police Traffic Mobilization throughout the Island.

| Media Activity | |
|-------------------------------------|--|
| TV Ads | 113 |
| Radio Ads | 588 |
| Print Ads | 6 |
| Online Clicks | 18,362 |
| Other – sports group's sponsorships | 7 (In-stadium banner, live mentions, among others) |

- ✓ **Summer Crackdown – July 13 to 31, 2015**
Budget: \$252,404.63

During this period we continued to use our alcohol awareness slogan “Guiarborrachó, sobre el límite bajo arresto”. The campaign ran simultaneously with the US National Crackdown, and supported the Police Traffic Mobilization throughout the Island.

| Media Activity | |
|----------------|-------|
| TV Ads | 324 |
| Radio Ads | 974 |
| Print Ads | 20 |
| Online Clicks | 6,226 |

✓ **Labor Day Crackdown – August 24 to September 6, 2015**

Budget: \$107,679.74

During this period we continued to use our alcohol awareness slogan “Guiarborracho, sobre el límite bajoarresto”. The educational effort was focused on alerting the public about the consequences of drinking and driving. The campaign ran simultaneously with the US National Crackdown, and supported the Police Traffic Mobilization throughout the island.

| Media Activity | |
|----------------|-----|
| TV Ads | 156 |
| Radio Ads | 410 |
| Print Ads | 14 |

15-12-02 Youth Impaired Driving Campaign

Budget: \$28,304.57

✓ **Fiestas de la calle San Sebastián – January 15to 18, 2015**

Budget: \$16,075.50

During these festivities thousands of youngsters incur in heavy alcohol consumption. Our educational effort targeted the audience with the slogan “Llegabien, regresabien” (Arrive safely, return safely).

| Media Activity | |
|-------------------|-------------------------|
| Online Clicks | 31,596 |
| Other –Photobooth | 3,802 (people impacted) |

✓ **Inter-collegial Games – April 18, 2015**

Budget: \$7,924.50

This event is celebrated every year on the month of April and gathers University and College students to compete against each other in different sporting events; most of these students travel or stay in the city where the event is held. This year we integrated our educational message “Llegabien, regresabien”.



| Media Activity | |
|---------------------------|---------------|
| Facebook Fans | 73,783 |
| Other – Stadium Promotion | 2,000 (reach) |
| Pasalallave App Downloads | 34 |

15-12-03

Speed, Aggressive & Distractive Driving Campaign

- ✓ **Distractive Driving Campaign – April 9 to 14, 2015**
Budget: \$119,607.58

The campaign ran simultaneously with the US National Crackdown, and supported the Police Traffic Mobilization throughout the island.



| Media Activity | |
|-----------------------|--|
| TV Ads | 160 |
| Radio Ads | 736 |
| Print Ads | 10 |
| Online Clicks | 16,338 |
| Other – sports group' | 7 (In-stadium banner, live mentions, among others) |

- ✓ **Speed Driving Campaign – June 17 to 24, 2014**
\$292,774.26

PRTSOC implemented a new educational campaign with the slogan "el límite de velocidad o pagas". The educational effort was focused on alerting the public on the consequences of speeding.



| Media Activity | |
|------------------|--------|
| TV Ads | 120 |
| Radio Ads | 885 |
| Print Ads | 19 |
| Online Clicks | 40,213 |
| Other – Theaters | 20 |
| Outdoors | 70 |

15-12-07 Occupant Protection Campaign
\$237,123.67 /402PM

- ✓ **Seat Belt Campaign – May 14 to27, 2015**
Budget: \$158,569.66

During the month of May PRTSC joined the National Seat Belt Mobilization with the educational campaign “Amárrate o pagas” (Click it or ticket).

| Media Activity | |
|----------------------------------|--------|
| TV Dekocast | 61 |
| Radio Ads | 893 |
| Print Ads | 17 |
| Online Clicks | 13,721 |
| Other – Spokepersons integration | 10 |

- ✓ **Child Seat Campaign – September 19, 2015**
Budget: \$9,097.90

PRTSC ran the National Child Seat Campaign on September. We launched a new campaign with the educational slogan “Asiento Protector: úsalocorrectamente” which (Child Seat: use it correctly).

| Media Activity | |
|----------------|-------|
| Online Clicks | 3,764 |

15-12-10
Non-Occupant Protection Campaign

- ✓ **Cyclists Safety Campaign – May 3, 2015**
Budget: \$18,141.41

Our educational effort targeted the audience with the slogan “En 3 pies hay vida” (In 3 ft. there’s life).

| Media Activity | | |
|----------------|---|---------------|
| Other | – | Event |
| Promotion | | 3,000 (reach) |

- ✓ **Pedestrian Safety Campaign – August 19,20 and September 10, 2015**
Budget: \$21,936.70

PRTSC continued efforts with the pedestrian campaign with three massive events targeting pedestrian intersections. The slogan used was “camina/conduce con cuidado” (walk/drive with precaution).



| Media Activity | |
|----------------|----|
| Print Ads | 27 |

✓ **ParqueEducativoSeguridad en el Tránsito (PESET)**

Budget: \$15,335.62

PRTSC reproduced PESET's educational coloring book kit. It included traffic safety information for children.

15-12-12

Motorcycle Safety Campaign

Budget: \$71,548.86

During the period of August 24 through September 6, 2015, PRTSC launched the motorcyclist campaign related to alcohol consumption.

| Media Activity | |
|-----------------------|--|
| Online Clicks | 13,061 |
| Others – sponsorships | 1 (segments, livementions, ads, amongothers) |

Impressions Effect on PRTSC Message Exposure

The term "impression" can be defined as each time an individual is exposed to a message. This message is received through any type of media, such as an advertisement on TV, newspaper, magazine or outdoor media. An impression does not reflect the audience, but how many times the message is exposed. The number of impressions is calculated based on parameters pre-established by Media.

| Impressions* | |
|--|--------------------|
| Christmas Crackdown | 38,095,716 |
| Easter Crackdown | 12,786,028 |
| Distractive Campaign | 8,652,742 |
| Seat Belt Campaign | 7,018,435 |
| Summer Crackdown | 35,782,596 |
| Motorcycle Safety Campaign | 6,621,694 |
| Labor Day Crackdown | 13,927,205 |
| Audience Impressions Achieved | 122,884,416 |
| * Source: Arteaga & Arteaga Advertising Agency | |

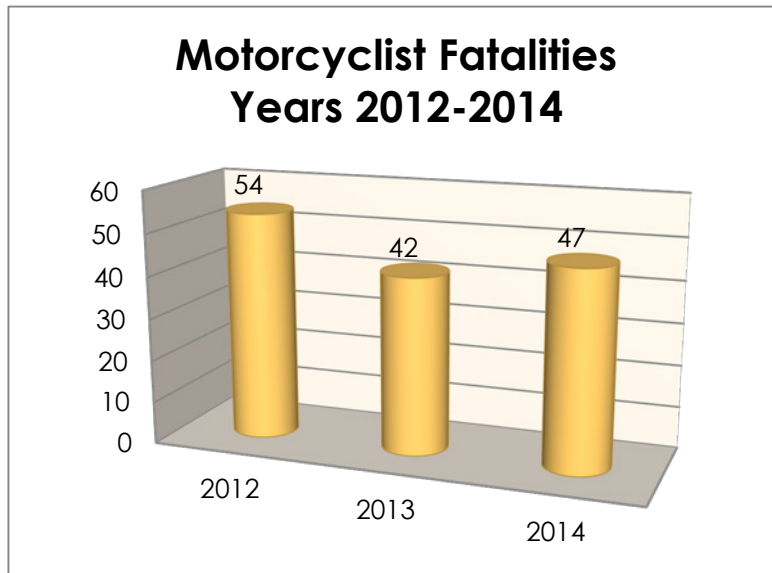
Fiscal Review

| PROJECT NUM. | PROJECT NAME | OBLIGATED FUNDS | EXPENDED | UNEXPENDED BALANCE |
|------------------------------|--|---------------------|---------------------|--------------------|
| 1201 | IMPAIRED DRIVING CAMPAIGN | 898,000.00 | 765,884.16 | 132,115.84 |
| 1202 | YOUTH IMPAIRED DRIVING MASS MEDIA CAMPAIGN | 37,000.00 | 28,304.57 | 8,695.43 |
| 1203 | SPEED, AGGRESSIVE & DISTRACTIVE DRIVING CAMPAIGN | 470,000.00 | 437,654.01 | 32,345.99 |
| 1207 | OCCUPANT PROTECTION CAMPAIGN | 192,000.00 | 184,838.64 | 7,161.36 |
| 1210 | PEDESTRIAN SAFETY EDUCATION | 80,000.00 | 72,312.59 | 7,687.41 |
| 1212 | MOTORCYCLE SAFETY PAID MEDIA | 81,000.00 | 71,548.86 | 9,451.14 |
| Total 12 - PAID MEDIA | | 1,758,000.00 | 1,560,542.83 | 197,457.17 |

MOTORCYCLE SAFETY

Problem Statement

Compiled data indicates that in Puerto Rico motorcycle registrations totaled 172,165 up to August 31, 2015. A reduction in motorcyclist fatalities had been consistent during the last five years. However, in 2014, fatalities increased to 47 from 42 reported in 2013; an increase of 10%. Safety issues are still a main concern among motorcyclists.



In Puerto Rico there are several laws regarding licensing and required gear for motorcyclists, but statistics reflect another reality: motorcyclists keep avoiding the use of DOT approved helmets. During 2014, 33 motorcyclists out of 47 were unhelmeted at the time of the fatal crash. Injuries and fatalities keep occurring; during 2014, data indicates that young adults between the ages of 20-49 accounted for 81% of total motorcyclist fatalities.

Performance Goals

- ✓ To reduce the 5-year moving average of motorcycle fatalities from 40 in 2013 to 38 in 2015 – Objective not achieved; motorcyclist fatalities continue to be a challenge with 47 fatalities reported in 2014 in NHTSA Traffic Safety Facts. Preliminary data for 2015 shows 41 motorcyclist fatalities.

Performance Measures

- ✓ Motorcycle fatality rate- 0.26

Projects

**15-13-06
Motorcycle Safety Coordinator**

Enforcement in motorcycle laws has been directed mostly on helmet and proper gear use, and on impaired riding. However, new trends of education and road safety awareness have emerged. The PRISC and its Motorcycle Safety Coordinator have made some recommendations regarding training for motorcyclist examiners to maintain them with updated law information and motorcycle techniques when riding. Also, the DMV began to consider all the recommendations that the coordinator made, and DOT and PRISC are working together to make these possible. Also, to explore the possibilities to offer safety interactive workshops for motorcyclists. For example: "First there, first care", presentations and education on Street Skills, and law 107 requirements. In addition, the Motorcycle Safety Foundation's Experience Rider Course is being offered to 100 State Police Officers and to militaries of the Puerto Rico National Guard to upgrade their knowledge and motorcycle riding skills.

The implementation of new practice ranges is necessary; Law 107 specifies that the DOT is obligated to have eight ranges around the island. Back in 2008, the DOT had four ranges, but because of the program's abandonment there are just two in operation to this date. The Coordinator of one of these ranges, specifically the one in Mayaguez, recommended that the DMV should close it because its layout and its facilities are not safe. PRISC's Motorcycle Safety Coordinator inspected a new site and recommended to move the Mayaguez range to the municipality of Hormigueros because it's a safer site. The Motorcycle Safety Coordinator has made recommendations to apply the same measurements and dimensions to all ranges, this way it's possible to practice the same exercises in all of them.



The Puerto Rico Traffic Safety Commission, the DMV, the Police Department and other agencies will keep focused on motorcyclist behaviors on the road and the need for all motor vehicle operators to share it.

A significant reduction of motorcycle fatalities has been evident in the last three years as a result of the implementation of Law 107. This Law became effective on October 10, 2007. Some elements within this Law requires:

- ✓ The use of a D.O.T. approved helmets, the use of gloves, high footwear (over the ankles), and long pants. Also, riders and passengers must wear a reflective vest or sash between the hours of 6:00 pm to 6:00 am.
- ✓ Riders must be 18 years or older and have a driver's license. Passengers must be 12 years or older to ride.
- ✓ Motorcyclists are subject to a BAC of 0.02%, like truck, school bus and government drivers, instead of the 0.08% limit applied to regular drivers.
- ✓ Mandates for the creation of at least four training sites around the island to license new riders.
- ✓ Law 107 has one amendment, Law 166 dated July 29, 2011. This Law stipulates that drivers and passengers using a rented motorcycle for tourism purposes on the island municipalities of Vieques and Culebra, should only use DOT approved helmets and eye protection. They also have to be licensed, but they don't need the Motorcycle endorsement that residents are required.
- ✓ The PRTSC Coordinator still conducts different activities providing orientation focused on the requirements of Law 107 and motorcyclist safety; it also offers MSF Basic Rider Courses and Experience Riders Course to military forces and P. R. State Police. Because there are no changes in the law, the DOT still requires a motorcycle endorsement, a written and practical test, DOT approved helmets, and proper gear; among other provisions.
- ✓ A mandatory conference of the new law requirements is given to the police cadets at the Police Academy in Gurabo as a graduation requirement, upon request.
- ✓ Educational materials containing motorcyclist safety tips and law requirements have to be distributed island wide. Also, impaired riding and share the road brochures focused on both, drivers and motorcyclists, have to be distributed island wide.

**15-13-XX
Motorcycle Safety Helmets**

No proposal was submitted for this project during FY15.

Fiscal Review

| PROJECT NUM. | PROJECT NAME | OBLIGATED FUNDS | EXPENDED | UNEXPENDED BALANCE |
|-------------------------------------|-------------------------------|------------------|------------------|--------------------|
| 1306 | MOTORCYCLE SAFETY COORDINATOR | 74,878.00 | 60,169.13 | 14,708.87 |
| Total 13 - MOTORCYCLE SAFETY | | 74,878.00 | 60,169.13 | 14,708.87 |

DISTRACTED DRIVING

Problem Statement

Currently there are about 3.7 million inhabitants in Puerto Rico. According to data provided by the Telecommunications Regulatory Board of the Commonwealth of Puerto Rico, (TRB), there are over 3 million cellular service subscribers. The study Distracted Driving 2015 realized in Puerto Rico showed that 95% of participants reported owning a cell phone and 71% of people admit use mobile phones while driving talk for up to 30 minutes on a normal day. Half of those who use their phones when driving report doing so “very often” (22%) or “sometimes” (28%). A total of 29% “never” use their phones while driving. In addition, that virtually all (99%) of those who use cell phones “receive calls” while driving, and 85% make the calls themselves. It concluded by pointing out that 70% of drivers who own cell phones report owning a hands-free device; of these, around 60% use them frequently (“always” or “almost always”). A total of 42% of respondents report having sent a text message while driving in the last three years. Other studies conducted by companies and organizations indicate that 88% of the population is active in social networks; of these, 66.3% are women and 33.7% men. Study went even further by indicating that 51.4% of these users invest approximately three (3) hours connected to social networks. They have admitted to have sent pictures, accessed news or just merely posted thoughts on social networks while driving at a certain moment.

Understanding the dangers of using a cell phone while driving; on January 1, 2013, Law 201 took effect. This Law prohibits the use of cell phones while driving a motor vehicle, making the use of hands-free devices mandatory; and most importantly, prohibiting texting. According to preliminary records for 2015, provided by the Puerto Rico Police Department and Municipal Police, a total of 71,358 citations were issued for violations to this Law.

With the purpose of expanding our message, PRTSC together with other law and order agencies created a massive educational campaign and took it to the media. It focused on raising awareness on how texting while driving requires visual, manual and cognitive attention.

The most common forms of distraction are:

- ✓ Cell phone use
- ✓ Texting
- ✓ Eating
- ✓ Reading
- ✓ Use of navigation systems
- ✓ Changing radio stations or MP3 players

Performance Goals

- ✓ To decrease the percentage of people that reported making cell phone calls while driving from 85% on 2014 to 80% in 2015. – Objective achieved; 71% admitted to use their cell phone while driving.
- ✓ To establish a Corporate Outreach Program in 40 State Agencies and Municipalities to address Distracted Driving and to promote and enforce policies regarding distracted driving during 2015. – Objective not achieved; this project didn't submit proposal for FY15.
- ✓ To coordinate one national law enforcement mobilization targeting distracted drivers. – Objective achieved; two (2) mobilizations were conducted. A National Mobilization was performed during April 10 - 15, 2015, between the hours of 6:00 a.m. to 6:00 pm with the participation of 20 Municipal Police Corps and the State Police. The other mobilization was performed during October 10-15, 2014, in the same hours. For this mobilization 7 Municipal Police Corps participated.
- ✓ To educate the public through mass media efforts containing information about the dangers of texting or using a cell phone while driving.

Performance Measures

- ✓ Number of agencies and municipalities visited and oriented as part of the Corporate Outreach Program.
- ✓ Number of distracted driving tickets – 9,570 tickets
- ✓ Number of educational and orientation activities conducted
- ✓ Media exposure -
- ✓ Distracted driving survey -71%

Projects

**15-14-03
Distracted Driving Coordinator**

In order to address this new issue on traffic safety, the PRTSC identified a coordinator who will work with this priority area. A 15% of salary and fringe benefits were allocated into this project. The other 85% the salary was allocated under project number OP-05-03 Occupant Protection Coordinator. Personnel costs, local and out of state travel, equipment, educational materials, and other related expenses were funded.

**15-14-04
Distracted Driving Employer Program**

No proposal was submitted for this project during FY15

15-14-02

Distracted Driving Surveys

During FY 2015, PRTSC hired a specialist to conduct a study to better understand driving habits in Puerto Rico and also, measure the effectiveness of media campaigns on several issues, and for this program distractive driving. A total of 600 person to person interviews were conducted among licensed drivers, 16 years of age or older that occasionally drive a motor vehicle.

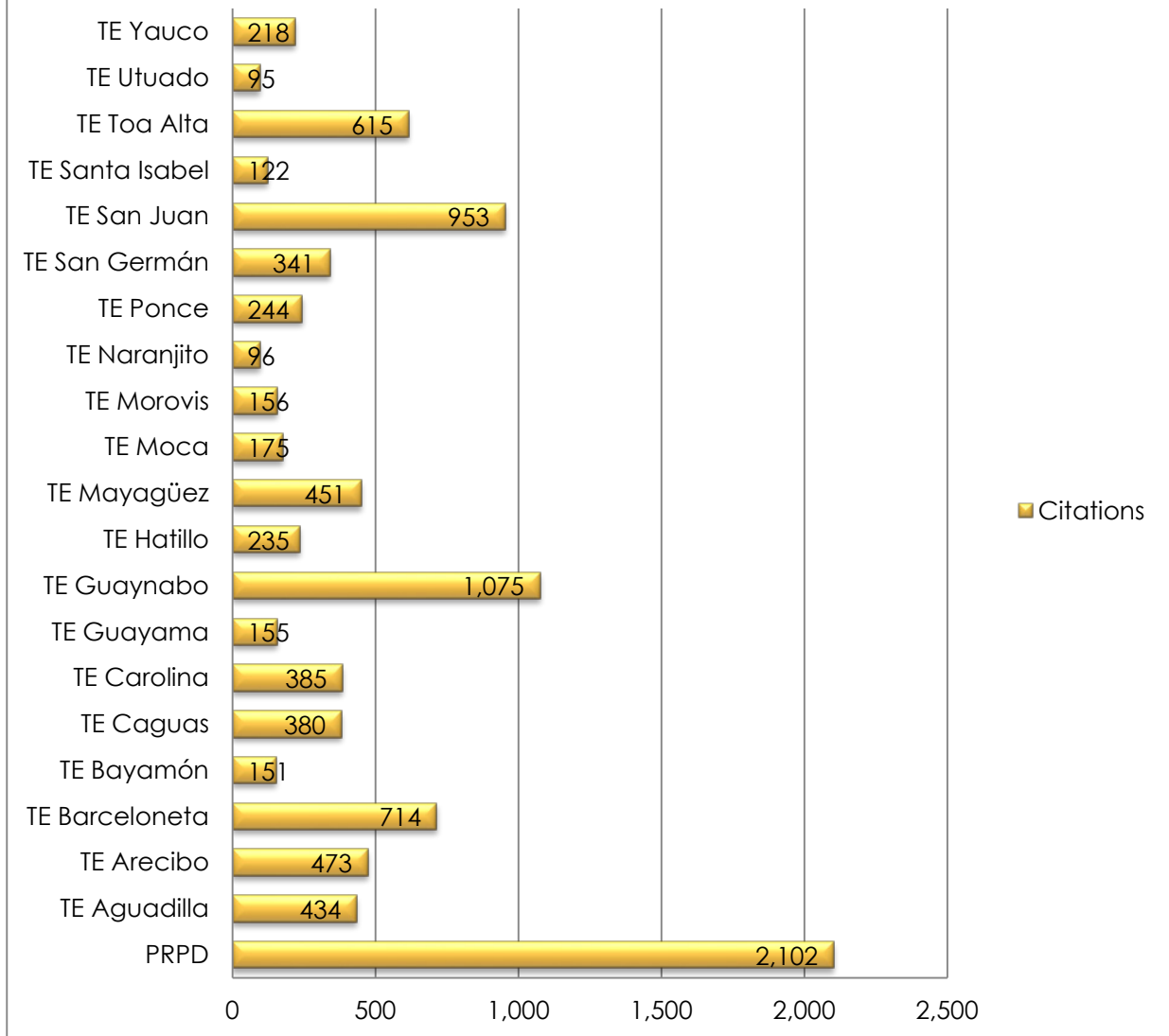
The most significant findings revealed that the greatest concerns expressed by interviewees are the use of alcohol/DUI, distracted driving (including use of cell phones), speeding and reckless driving in general, and poor road conditions. A total of 95% of all participants owned cell phones, and of those, 71% admitted to use their cell phone while driving. In addition, a total of 42% of respondents reported having sent a text message while driving during the last three years. About 90% of all respondents reported observing other drivers texting. On the other hand, about 57% of all participants recalled having seen or heard messages about distractions and/or cell phone use while driving within the past 30 days. A total of 46% of participants who recalled campaigns for Distraction/Cell phone use while driving, also recalled slogans used, which means that the educational message through media is effective as it is reaching this population.

15-14-XX

Distracted Driving Mobilizations

The Distracted Driving National Campaign was held From April 10-15, 2015. PRTSC granted funds for overtime hours to State Police and to 20 Municipal Police Corps. During this mobilization, HVE and preventive patrol were increased in order to issue citations to distracted drivers (cell-phone users). This mobilization had the purpose of creating awareness among all citizens on the dangers of texting or using a cell phone while driving and on Law 201. Police funds were granted through mini grants for effectiveness. This mobilization took place during the hours of 6:00 am to 6:00 pm. The total amount of distracted driving citations given by the State Police and the 20 Municipal Police Corps during this mobilization was 9,570. See table below:

Distracted Driving Mobilizations April 10-15, 2015



Fiscal Review

| PROJECT NUM. | PROJECT NAME | OBLIGATED FUNDS | EXPENDED | UNEXPENDED BALANCE |
|---------------------------------------|-------------------------------------|-------------------|-------------------|--------------------|
| 1402 | DISTRACTED DRIVING MEDIA SURVEY | 8,000.00 | 8,000.00 | 0.00 |
| 1403 | DISTRACTING DRIVING COORDINATOR | 9,134.00 | 7,105.67 | 2,028.33 |
| 1410 | TE GUAYAMA DISTRACTIVE DRIVING | 2,301.71 | 2,047.38 | 254.33 |
| 1411 | TE GUAYNABO DISTRACTIVE DRIVING | 30,888.32 | 29,520.08 | 1,368.24 |
| 1412 | TE TOA ALTA DISTRACTIVE DRIVING | 8,336.85 | 7,135.55 | 1,201.30 |
| 1413 | TE HATILLO DISTRACTIVE DRIVING | 3,923.89 | 3,751.94 | 171.95 |
| 1414 | TE CAGUAS DISTRACTIVE DRIVING | 13,063.20 | 12,219.62 | 843.58 |
| 1415 | TE CAROLINA DISTRACTIVE DRIVING | 11,106.64 | 10,896.32 | 210.32 |
| 1416 | TE NARANJITO DISTRACTIVE DRIVING | 2,238.60 | 1,088.19 | 1,150.41 |
| 1417 | TE SAN JUAN DISTRACTIVE DRIVING | 22,704.41 | 21,612.50 | 1,091.91 |
| 1419 | TE BAYAMON DISTRACTIVE DRIVING | 8,034.55 | 7,403.52 | 631.03 |
| 1420 | TE POL DE PR DISTRACTIVE DRIVING | 60,000.00 | 51,996.74 | 8,003.26 |
| 1421 | TE YAUCO - DISTRACTIVE DRIVING MOV | 10,065.51 | 9,371.56 | 693.95 |
| 1422 | TE PONCE - DISTRACTIVE DRIVING MOV | 3,832.23 | 2,932.50 | 899.73 |
| 1423 | TE BARCELONETA DISTRACTIVE DRIVING | 15,580.41 | 11,782.45 | 3,797.96 |
| 1424 | TE SAN GERMAN DISTRACTIVE DRIVING | 5,485.82 | 4,855.03 | 630.79 |
| 1425 | TE UTUADO DISTRACTIVE DRIVING | 2,364.81 | 2,255.23 | 109.58 |
| 1426 | TE ARECIBO DISTRACTIVE DRIVING | 6,228.75 | 5,088.40 | 1,140.35 |
| 1427 | TE MOCA DISTRACTIVE DRIVING | 8,194.35 | 0.00 | 8,194.35 |
| 1429 | TE SANTA ISABEL DISTRACTIVE DRIVING | 2,199.19 | 1,723.83 | 475.36 |
| 1430 | TE MOROVIS DISTRACTIVE DRIVING | 5,724.44 | 0.00 | 5,724.44 |
| 1431 | TE MAYAGUEZ DISTRACTIVE DRIVING | 6,256.01 | 0.00 | 6,256.01 |
| 1432 | TE AGUADILLA DISTRACTIVE DRIVING | 8,454.51 | 7,134.76 | 1,319.75 |
| Total 14 - DISTRACTING DRIVING | | 254,118.20 | 207,921.27 | 46,196.93 |

FINANCIAL SUMMARY FISCAL YEAR 2015

| GRANT | Current Funds | Carry Forward Funds from 2014 | Total 2015 | Expended 2015 | Reprogrammed to 2016 | % expended |
|-------------------------|------------------------|-------------------------------|-------------------------|------------------------|-------------------------|------------|
| NHTSA 402 | \$ 2,282,123.54 | \$ 1,848,129.30 | \$ 4,130,252.84 | \$ 2,133,346.75 | \$ 1,996,906.09 | 52% |
| 154Transfer Funds-AL | 812,766.00 | 2,428,164.63 | 3,240,930.63 | 584,672.10 | \$ 2,656,258.53 | 18% |
| 154Transfer Funds-HE | - | 4,947,155.86 | 4,947,155.86 | | \$ 4,947,155.86 | 0% |
| 164Transfer Funds-AL | 812,764.00 | 2,148,624.81 | 2,961,388.81 | 1,607,398.68 | \$ 1,353,990.13 | 54% |
| 164Transfer Funds-HE | | 1,807,959.87 | 1,807,959.87 | 69,613.40 | \$ 1,738,346.47 | 4% |
| 405 Occupant Protection | | 62,299.08 | 62,299.08 | 45,968.68 | \$ 16,330.40 | 74% |
| 408 Data Program | | 1,792,153.81 | 1,792,153.81 | 659,022.07 | \$ 1,133,131.74 | 37% |
| 410 High Fatality Rate | | 1,457,183.87 | 1,457,183.87 | 359,687.58 | \$ 1,097,496.29 | 25% |
| 410 High Visibility | | 174,922.33 | 174,922.33 | 74,513.66 | \$ 100,408.67 | 43% |
| 2010 Motorcycle Safety | | 19,571.11 | 19,571.11 | - | \$ 19,571.11 | 0% |
| MAP21 405b OP | | 860,507.53 | 860,507.53 | 267,565.83 | \$ 592,941.70 | 31% |
| MAP21 405c data | 407,869.42 | 1,071,034.19 | 1,478,903.61 | - | \$ 1,478,903.61 | 0% |
| MAP21 405d ID | 1,463,481.83 | 2,960,514.92 | 4,423,996.75 | - | \$ 4,423,996.75 | 0% |
| MAP21 405f MC | 46,114.53 | 46,377.16 | 92,491.69 | - | \$ 92,491.69 | 0% |
| Total | \$ 5,825,119.32 | \$ 21,624,598.47 | \$ 27,449,717.79 | \$ 5,801,788.75 | \$ 21,647,929.04 | 21% |

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