

# PUERTO RICO HIGHWAY SAFETY PLAN FY 2018



Commonwealth of Puerto Rico  
**Puerto Rico Traffic Safety Commission**

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## **INTRODUCTION**

The Puerto Rico Traffic Safety Commission (PRTSC) is the state government agency that focuses mainly in the Island's traffic safety issues by coordinating the planning, development and execution of educational and enforcement programs aimed to modify driver's behavior to prevent and reduce crashes, injuries and fatalities on our roadways.

The smallest island of the Mayor Antilles in the Caribbean, Puerto Rico, has a total population of nearly 3.4 million distributed by almost 1,000 people per square mile. By 2015, vehicles outnumbered drivers: 2,154,952 licensed drivers versus 2,293,525 registered vehicles. The climate is tropical with an average annual precipitation of 70 inches, these conditions flood roads throughout the Island. Also, Hurricane season lasts for as much as six months.

These factors hinder traffic safety, along with reckless road user's behavior such as: alcohol consumption and driving, speeding, distractions, among other. All these continues to be a serious concern for the PRTSC for the high level of risk to which road users are exposed.

In order to address this complicated scenario with positive outcomes, the agency and its traffic safety partners have consistently joined resources and efforts in designing and executing strategic prevention and education campaigns, traffic engineering, law enforcement and rapid emergency response.

Although up to date statistics show these tools have substantially reduced traffic fatalities, in 2016 were 279 – so far the lowest ever, the PRTSC will continuously review performance goal achievements to determine whether additional educational strategies and other initiatives are needed to move forward in traffic safety and reduce injury and fatal crashes.

## **EXECUTIVE SUMMARY**

Puerto Rico is a perfect example of the result of combining strategic educational campaigns with aggressive law enforcement to reduce injury and fatal crashes.

In fact, statistics show an all-time low of 279 fatalities in 2016 (preliminary data), in contrast to a high 648 in 1987. Three decades later, the Island has steadily accomplished a significant downward trend in traffic related fatalities. Based on up to date results and projections, the Puerto Rico Traffic Safety Commission (PRTSC) estimates the number of traffic crash fatalities to continue below 300 by the end of 2018.

These remarkable accomplishments can be attributed mainly to the PRTSC's commitment and the support of state, municipal police forces and other traffic safety partners to the mission of saving lives on our roads through continuous efforts to improve occupant and non-occupant awareness.

On 1974, Puerto Rico was the first jurisdiction in the nation to introduce a mandatory safety belt law and recent surveys reflected a 93.8% seat belt use. In conjunction with lowering illegal BAC to .08%, sobriety checkpoints, high-visibility enforcement, increased penalties for traffic violations and P&E for all road users including pedestrians and cyclists have been key factors for traffic fatalities reduction.

Furthermore, the adoption of laws regulating motorcyclist's safety gear and training, the banning of cell phones use without a hands-free device discouraging texting and other dangerous practices while driving, have also been beneficial in lowering annual traffic deaths.

The PRTSC plans to achieve more goals like lowering traffic injuries and deaths; doubling efforts in the years to come to ensure safety for the all our roads users, stop alcohol impaired driving, increase safety belt use and achieve non-occupant safety.

The quest isn't over until bottom line numbers reach historically low levels of traffic crashes, serious injuries, fatalities and property damages.

## **PROBLEM IDENTIFICATION PROCESS**

Problem Identification Process included databases FARS and SAFETY/CARE. The first step in the process was to conduct analyses on data extracted from the sources mentioned. Initial analyses were conducted using the most recent three years of FARS data (2013-2015) to determine the trend in each of the core performance measures related to fatalities. For the core behavioral measure, the results from the five most recent observation surveys (2012-2016) were analyzed to determine the trend in the state's seat belt use rate.

The trend analyses and status of the following core performance measures were discussed in the Strategic Highway Safety Program (SHSP) section: Fatalities, Fatalities/100M VMT, Urban Fatalities/VMT, Rural Fatalities/VMT and Serious Injuries. The remaining core measures were discussed under the appropriate program area sections. Additional performance measures are established in some program areas. For example, bicyclist and pedestrian injuries are used to assess performance in the Pedestrian and Cyclist.

The next step in the problem identification process was to conduct additional data analyses to determine the characteristics and factors contributing to the crashes and fatalities related to each of the program areas addressed in the HSP. The statewide summaries of crash data compiled annually by SAFETY/CARE and FARS for posting on the website provided extensive data for these analyses including who was involved in the crashes, where and when they were occurring and the contributing factors in the crashes. In addition to looking at the trends over time in the raw numbers, the primary focus of the analysis strategy was to identify which groups, locations and contributing factors were overrepresented through comparisons with licensed drivers, registrations or population figures and rates, as appropriate. The key results of these analyses are presented and discussed in the problem identification section under each program area; these data were also the basis for the selection of strategies that will enable the state to make progress toward its performance targets.

## RELATIONSHIP AND COORDINATION WITH SHSP

The Puerto Rico Traffic Safety Commission (PRTSC) is a close partner of the highway safety agencies, such as Department of Transportation, Police Department and Health Department; in the implementation of the Strategic Highway Safety Plan 2014-2018 (SHSP). Our Executive Director, as an active member of the SHSP Executive Committee, recommends and participates in the discussion of strategies and initiatives to reduce fatalities and serious injuries in Puerto Rico. PRTSC has been an active supporter in the implementation of the SHSP, as depicted below:

### Leadership

- Development of Communication Strategies to modify the driver behavior
- Lead several emphasis area teams: alcohol impaired driving, traffic records and information systems, and occupant protection

### Data

- Coordination of Traffic Records Coordinating Committee (TRCC), especially the following projects: crash database in the Department of Transportation, SAFETY Software (Statistical Analysis Software), and development of electronic crash form in the Police Department

### Integration

- Share fatal statistics with other highway safety delegates
- Participation in the SHSP project progress meetings

As part of new federal regulations, the SHSP and Highway Safety Plan (HSP) will continue to align and share the same performance measures for the reduction of fatal and serious injuries. A coordination plan between the two plans was established to analyze and select the performance measures for Puerto Rico.

PRTSC staff supported the SHSP Steering Committee in the development of the Action Plan and continued monitoring the number of fatal crashes in the highway system. In general, the PRTSC took ownership of those actions included in the SHSP action plan that involved improving driver behavior by means of communication campaigns and other initiatives. During FY 2018, the PRTSC will assist the PRHTA in the implementation of the following tasks:

- Funding for police activities, FIESTA programs, highway safety projects, and driver behavior surveys
- Participate in SHSP outreaching events
- Improving crash database with initiatives discussed in the TRCC, as the basis for all analysis and strategies development
- Continuous education to kids through PESET Program

- Development of the annual Puerto Rico highway safety delegates meeting to show the SHSP results
- Participate in the Road Safety Audits as part of the SHSP
- Report on SHSP progress

The SHSP has been an effective tool of integration amongst several government and non-government entities with the same objective of reducing fatalities and serious injuries in Puerto Rico's highway system. As such, the PRTSC is and will be a full supporter of the strategies included in the SHSP.



## **SETTING PERFORMANCE TARGETS FOR 2018**

Performance targets were set for each of the core performance measures and for the additional measures selected by Puerto Rico for inclusion in the HSP. For each measure, the most recent five years of data were reviewed to determine the appropriate baseline for setting the target. If there was a consistent trend in the data then the most recent calendar year was used as baseline. If there was no consistent trend, a three-year moving average was used as baseline. The percentage change targeted for each measure was calculated based on the historical data. In every case, the target that was set was an improvement over previous performance.

Setting targets for year 2018 was part of a participative process between PRTSC and SHSP in order to comply with SHSP five-year plan and HSP annual plan. FARS will be the source for fatalities and fatality rate measures and SAFETY/CARE data base system will be the source for injury crashes measure. Historical data was reviewed, scenarios pondered; models, trends, projections, and federal regulations and requirements were evaluated, discussed and debated between all parts. Finally, the trend adopted was; to decrease fatalities percent from the average in 2012-2016 of 321 to 278 for 2014-2018. Fatalities reduction target established for 2018 will be a 13% reduction from average in 2012-2016 total traffic fatalities.

## **SELECTING COUNTERMEASURES AND PROJECTS**

Countermeasures and project selections are the strategies to be applied in order to respond to the traffic safety problems revealed as a result of data analysis process. The objective of the strategy selection process is to identify evidence-based countermeasures that are best suited to address the issues identified in the data-driven problem identification process and collectively would lead to improvements in highway safety and the achievement of the performance target.

PRTSC, as a member of the Executive Committee and stakeholder of the 2016 Puerto Rico's Strategic Highway Safety Plan (SHSP), has incorporated some strategies to its Program Areas in accordance to the Emphasis Areas of the SHSP in order to maximize resources and to develop a coordinated effort towards improving traffic safety in our Island and to comply with FAST Act.

In addition, NHTSA's Uniform Guidelines, Countermeasures that Work, 2015 was the primary source consulted to identify evidence-based strategies; references to these strategies were included in the HSP. Also, positive past experiences with projects, laws and regulations multidisciplinary approaches, GHSA guides & recommendations.

# EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PLAN

## ***Approach***

PRTSC administers grant funding to implement an Evidence-Based Traffic Safety Enforcement Program with the finality of preventing traffic violations, crashes, and crash fatalities and injuries in areas most at risk. Through the assignment of mini grants, enforcement mobilization campaigns that focus on speed, impaired-driving, distracted driving, and the use of seat belt are funded. A vast amount of Puerto Rico's highway safety grant funds are allocated on these grants to state and municipal law enforcement agencies for the execution of these mobilizations each year.

As justification of this evidence-based program, Puerto Rico considers and implements three main components: (1) data-driven problem identification, (2) deployment of resources based on these analyses and (3) continuous follow-up and adjustments, when necessary. These components are necessary to ensure that resources are being used effectively and that these support the achievement of overall goal and objectives established in its Highway Safety Plan.

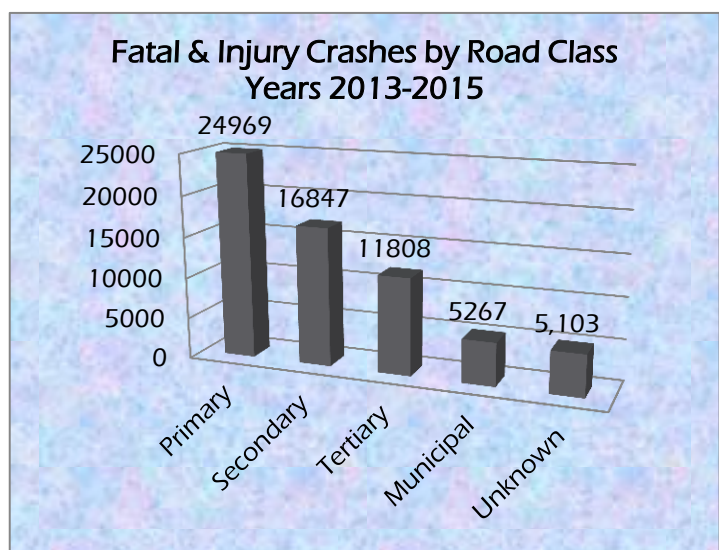
## ***Problem Identification***

Law enforcement mini grants are assigned based on the seriousness of problem(s) identified, likelihood of success and potential traffic safety impact. PRTSC obtains data necessary for the problem identification process from various data sources:

- FARS: traffic crash fatalities
- SAFETY: fatal and injury traffic crashes
- ACAA: traffic crash serious injuries

Statistics listed below are examples of relevant data utilized for the implementation and execution of evidence-based enforcement plans:

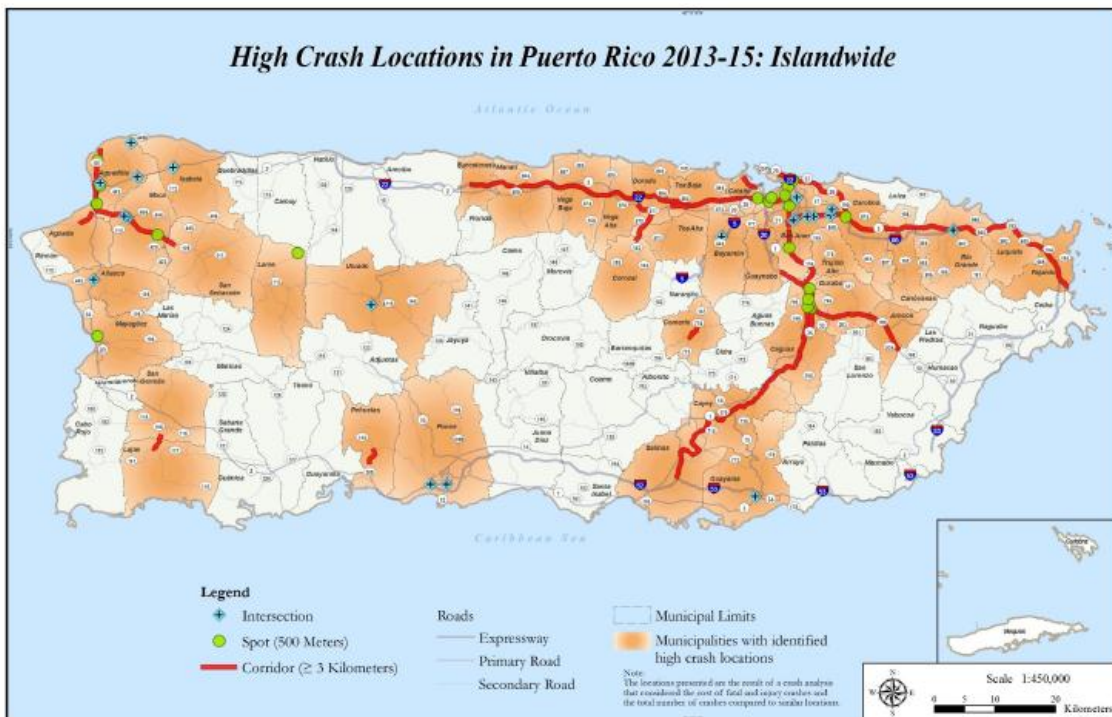
- Total traffic fatalities decreased 12% from 309 in 2015 to 279 in 2016. (2016 is from the state data file)
- Alcohol-impaired driving fatalities increased 10% from 94 in 2014 to 104 in 2015.
- Speed-related fatalities increased 3% from 115 in 2015 to 118 in 2015.
- Observed seat belt use for vehicle occupant increased from 91.5% in 2015 to 93.8%.
- Fatal and injury traffic crashes during 2013-2015 totaled 67,994; a 39% of these occurred on primary



roads, 26% on secondary roads, 18% on tertiary roads, 8% on Municipal roads and 8% unknown.

Problem identification is also essential in identifying traffic crash cluster areas, or hotspots. SAFETY/CARE data system provides essential information to understand which roadways and municipalities have highest rates of traffic crashes, that way resources can be efficiently directed towards these.

The high crash location analysis performed as part of the implementation efforts of the 2014-2018 Puerto Rico Strategic Highway Safety Plan (SHSP). These locations were classified into three categories: hot-corridors (at least 3 Km in length), hot-spots (0.5 Km in length), and hot-intersections. In addition, includes the identification of the most hazardous locations within the State Highway System (Islandwide), by State Roadway Classification, and by Emphasis Areas. The analysis was conducted using the Crash Analysis Reporting Environment (CARE) and the Fatality Analysis Reporting System (FARS) crash databases. Map below is an example of fatal and injury traffic crashes by municipality, which clearly illustrates most of these occurring among metropolitan area municipalities. This data is then further analyzed to identify other trends and factors that contribute to crashes, and enforcement measures necessary to address them.



### ***Program Description (Deployment of Resources)***

PRTSC outlines an approach to address key problem enforcement areas, and guides state and municipal police agencies in the development of appropriate countermeasures for their specific areas. Some examples of these strategies include targeting enforcement on a specific traffic violation, such as speeding and unrestrained vehicle occupant, or on a specific period of day, or even year, when most violations occur.

As an example of the latter, state and municipal police execute enforcement efforts following best practices as listed in NHTSA's "Countermeasures That Work 2015", such as DUI saturation patrols through the integration of top traffic fatality factors such as distracted driving, speeding and unrestrained vehicle occupant. These DUI saturation patrols take place in periods with high numbers of alcohol impaired traffic crashes due to high alcohol consumption in Puerto Rico.

In addition, state and municipal grantees execute high visibility enforcement through their participation in national campaigns such as "Click It or Ticket" in May and "Distracted Driving Awareness Month" in April, and other local campaigns programmed by the PRTSC.

Further detail on specific enforcement efforts can be found in each of the program areas.

### ***Continuous Follow Up and Adjustment***

Continuous monitoring of law enforcement implementation programs is another important factor of the enforcement program. Participating law enforcement agencies that receive mini grants are obligated to report their progress, the activities conducted and their results (number of citations issued) to ensure that goal, objectives and tasks performed are as they were established on work plans.

Work plans must be established by each state and municipal agency by an established due date for approval. Once mobilization is approved, all agencies will be subject to performance monitoring during the mobilizations period in order to assure their progress and achievement of goal. When mobilization ends all agencies have fifteen (15) days to submit a work report detailing the amount of participating agents, hours and citations. This report is analyzed by program coordinator and LELs to establish if agency was successful and identifying areas that need to be improved.

Law Enforcement Liaisons (LELs) play a crucial role in the implementation of enforcement program. They are responsible of staying in contact with enforcement agencies before, during and after mobilization campaign periods, through meetings, phone calls and emails, and offer solutions and expert advice in the case a problem arises. They also assist PRTSC staff with monitoring programs and assessing their overall performance.

Funding decisions for subsequent mobilization campaigns are based on the effectiveness of the implementation and performance of the enforcement agency. If program does not meet its intended goal, assistance will be provided to determine if and how the program can be helped and guided to increase its effectiveness.

## PRTSC - Enforcement Calendar FY2018

### PRTSC Enforcement Calendar FY 2018



October 2017							April 2018							
S	M	T	W	T	F	S	S	M	T	W	T	F	S	
1	2	3	4	5	6	7	1	2	3	4	5	6	7	
8	9	10	11	12	13	14	8	9	10	11	12	13	14	
15	16	17	18	19	20	21	15	16	17	18	19	20	21	
22	23	24	25	26	27	28	22	23	24	25	26	27	28	
29	30	31					29	30						
<i>Seat Belt Mobilization</i> October 9 to 15, 2017							<i>Alcohol Easter Mobilization</i> March 29 to April 2, 2018							
<i>Distractive Driving Mobilization</i> April 5 to 13, 2018														
November 2017							May 2018							
S	M	T	W	T	F	S	S	M	T	W	T	F	S	
			1	2	3	4			1	2	3	4	5	
5	6	7	8	9	10	11	6	7	8	9	10	11	12	
12	13	14	15	16	17	18	13	14	15	16	17	18	19	
19	20	21	22	23	24	25	20	21	22	23	24	25	26	
26	27	28	29	30			27	28	29	30	31			
<i>Alcohol Thanksgiving Mobilization</i> November 17 to 27, 2017							<i>CIOT Mobilization</i> May 21 to June 3, 2018							
December 2017							June 2018							
S	M	T	W	T	F	S	S	M	T	W	T	F	S	
					1	2						1	2	
3	4	5	6	7	8	9	3	4	5	6	7	8	9	
10	11	12	13	14	15	16	10	11	12	13	14	15	16	
17	18	19	20	21	22	23	17	18	19	20	21	22	23	
24	25	26	27	28	29	30	24	25	26	27	28	29	30	
31							<i>Speed Mobilization</i> June 18 to 24, 2018							
<i>Alcohol Christmas Mobilization</i> December 14, 2017 to January 1, 2018							<i>CIOT Mobilization</i> May 21 to June 3, 2018							
January 2018							July 2018							
S	M	T	W	T	F	S	S	M	T	W	T	F	S	
	1	2	3	4	5	8	1	2	3	4	5	6	7	
7	8	9	10	11	12	13	8	9	10	11	12	13	14	
14	15	16	17	18	19	20	15	16	17	18	19	20	21	
21	22	23	24	25	26	27	22	23	24	25	26	27	28	
28	29	30	31				29	30	31					
<i>Alcohol Christmas Mobilization</i> December 14, 2017 to January 1, 2018							<i>Alcohol Summer Mobilization</i> July 13 to 30, 2018							
February 2018							August 2018							
S	M	T	W	T	F	S	S	M	T	W	T	F	S	
				1	2	3					1	2	3	4
4	5	6	7	8	9	10	5	6	7	8	9	10	11	
11	12	13	14	15	16	17	12	13	14	15	16	17	18	
18	19	20	21	22	23	24	19	20	21	22	23	24	25	
25	26	27	28				26	27	28	29	30	31		
<i>Speed Mobilization</i> February 12 to 23, 2018							<i>Alcohol Labor Day Mobilization</i> August 24 to September 3, 2018							
March 2018							September 2018							
S	M	T	W	T	F	S	S	M	T	W	T	F	S	
				1	2	3							1	
4	5	6	7	8	9	10	2	3	4	5	6	7	8	
11	12	13	14	15	16	17	9	10	11	12	13	14	15	
18	19	20	21	22	23	24	16	17	18	19	20	21	22	
25	26	27	28	29	30	31	23	24	25	26	27	28	29	
<i>Alcohol Easter Mobilization</i> March 29 to April 2, 2018							<i>Alcohol Labor Day Mobilization</i> August 24 to September 3, 2018							

June 30, 2017

# CORE PERFORMANCE MEASURES

FY 2018 PUERTO RICO CORE PERFORMANCE MEASURES AND TARGETS								
CORE OUTCOME MEASURES		2012	2013	2014	2015	*2016 (Preliminary)	2018 Goal	
C-1	Traffic Fatalities (FARS)	Average	368	355	343	337	321	278
	To decrease traffic fatalities percent from the average in 2011-2015 of 321 to 278 for 2014-2018.							
C-2	Serious Injuries in Traffic Crashes (State Crash File)	Average	6,460	5,733	5,117	4,789	4,347	3,883
	To decrease serious traffic injuries percent from the average in 2011-2015 of 4,347 to 3,883 for 2014-2018.							
C-3	Fatalities/VMT (FARS/FHWA)	Average	181.8	180.9	179.4	177.7	173.0	168.0
	To decrease fatalities/100 VMT from the average of in 2011-2015 of 173.0 to 168.0 for 2014-2018.							
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Annual	110	117	78	77	82	77
	To maintain unrestrained passenger vehicle occupant fatalities in all seating positions from the 2015 calendar year of 77 to 77 by December 31, 2018.							
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Annual	124	123	94	104	Not Available	98
	To decrease alcohol-impaired driving fatalities 6 percent from the 2015 calendar year of 104 to 98 by December 31, 2018.							
C-6	Speeding-Related Fatalities (FARS)	Annual	144	149	115	118	131	118
	To maintain speeding-related fatalities from the 2015 calendar year of 118 to 118 by December 31, 2018.							
C-7	Motorcyclist Fatalities (FARS)	Annual	54	42	47	48	42	41
	To decrease motorcyclist fatalities 14 percent from the 2015 calendar year of 48 to 41 by December 31, 2018.							
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Annual	37	25	33	29	27	26
	To decrease unhelmeted motorcyclist fatalities 10 percent from the 2015 calendar year of 29 to 26 by December 31, 2018.							
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	Annual	44	51	39	30	39	30
	To maintain drivers age 20 or younger involved in fatal crashes from the 2015 calendar year of 30 to 30 by December 31, 2018.							
C-10	Pedestrian Fatalities (FARS)	Annual	112	87	95	101	89	88
	To reduce pedestrian fatalities 12 percent from the 2015 calendar year of 101 to 88 by December 31, 2018.							
C-11	Bicyclist Fatalities (FARS)	Annual	16	11	12	11	9	8
	To reduce bicyclist fatalities 27 percent from the 2015 calendar year of 11 to 8 by December 31, 2018.							
CORE BEHAVIOR MEASURE		2012	2013	2014	2015	2016	2018 Goal	
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	5 Year Moving Average	90.2%	89.7%	89.5%	91.8%	93.8%	94.0%
	To increase statewide observed seat belt use of front out board occupants in passenger vehicles .2 percentage points from the 2016 calendar year average usage rate of 93.8 percent to 94.0 percent by December 31, 2018.							
ACTIVITY MEASURES		2012	2013	2014	2015	2016	NO Goals	
Seat Belt Citations		8,355	8,117	15,223	22,698	46,214		
DWI Arrests		3,063	2,629	2,379	2,580	2,600		
Speeding Citations		No funds	No funds	No funds	12,471	11,865		

## PROGRESS REPORTS

Progress Report in Meeting NHTSA Core Performance Measures identified in FY 2017 HSP			
	Performance Target	Status (As of August 15, 2017)	Comments
<b>Total Traffic Fatalities (FARS)</b>	To decrease traffic fatalities by 4.5 percent from the 2014 calendar year of 304 to 291 by December 31, 2017.	161	In 2016, PR had the lowest number of traffic fatalities on record at 279. Fatalities YTD are down by 5 and PR is
<b>Serious Traffic Injuries (ACAA)</b>	To decrease serious traffic injuries 11 percent from the 2014 calendar year of 4,040 to 3,600 by December 31, 2017.	Data Not Available	Data is not available but PR is expecting to achieve the goal.
<b>Traffic Fatalities VMT (FARS &amp; FHWA)</b>	To decrease fatalities per 100 million vehicle miles (VMT) from the 2014 calendar year of 2.09 to 1.67 by December 31, 2017.	Data Not Available	Data is not available but PR is expecting to achieve the goal.
<b>Unrestrained Occupant Fatalities</b>	To decrease unrestrained passenger vehicle fatalities in all seating position by 3 percent from the 2014 calendar year of 78 to 76 by December 31, 2017.	21	PR is working to achieve the goal by the end of 2017.
<b>Impaired Driving Fatalities</b>	To decrease alcohol-impaired driving fatalities by 2 percent from the 2014 calendar year of 93 to 91 by December 31, 2017.	20	PR had made strong efforts in impaired driving activities and working to achieve the goal by the end of 2017.
<b>Speed-Related Fatalities</b>	To decrease speeding-related fatalities 3 percent from the 2014 calendar year of 115 to 112 by December 31, 2017.	17	PR is working to achieve the goal by the end of 2017.
<b>Motorcyclist Fatalities</b>	To decrease motorcycle fatalities 6 percent from the 2014 calendar year of 47 to 44 by December 31, 2017.	18	YTD fatalities are down by 7 and PR expects to achieve the 2017 goal.
<b>Unhelmeted Motorcyclist Fatalities</b>	To decrease unhelmeted motorcyclist fatalities 24 percent from the 2014 calendar year of 33 to 24 by December 31, 2017.	7	Since overall motorcyclist fatalities are trending down, PR expects to achieve the goal by the end of 2017.
<b>Drivers Age 20 or Younger Involved in Fatal Crashes</b>	To decrease drivers age 20 or younger involved in fatal crashes 10 percent from the 2014 calendar year of 39 to 35 by December 31, 2017.	7	PR is working to achieve the goal by the end of 2017.
<b>Pedestrian Fatalities</b>	To reduce pedestrian fatalities 6 percent from the 2014 calendar year of 95 to 89 by December 31, 2017.	52	YTD fatalities are the same as of this date and PR may not meet the goal of 89 by the end of 2017.
<b>Bicyclist Fatalities</b>	To reduce bicyclist fatalities 16 percent from the 2014 calendar year of 12 to 10 by December 31, 2017.	5	YTD bicyclist fatalities remain unchanged but PR is confident it will achieve the 2017 goal.
<b>Observed Seat Belt Use</b>	Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 0.2 percentage points from 91.8 percent in 2015 to 92 percent in 2017.	5	In 2016, PR increased safety belt use rate to 93.8%, exceeding the 2017 goal of 92%.



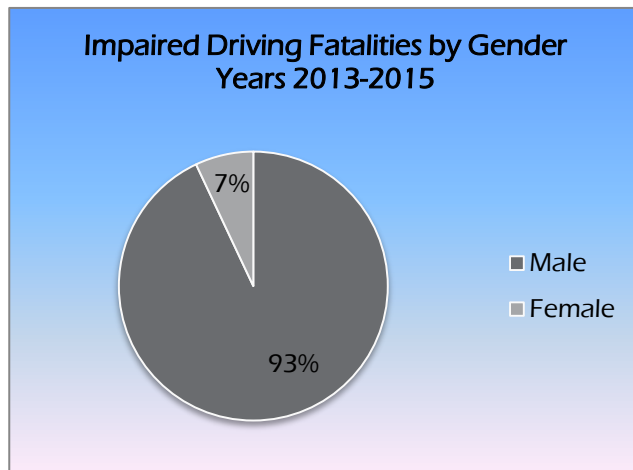
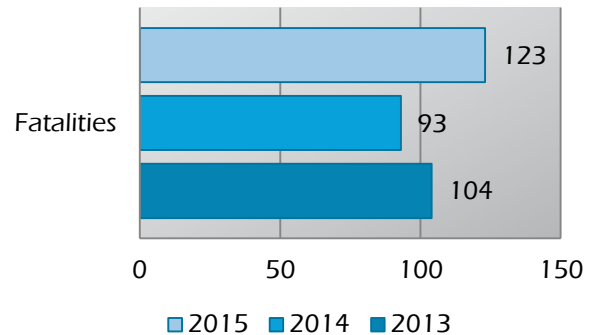
# ALCOHOL-IMPAIRED DRIVING

## Program Overview

On year 2015 there were 309 fatalities on the roads of Puerto Rico with 104 or 34% of these caused by alcohol impaired driving. According to the National Highway Traffic Safety Administration, NHTSA, Puerto Rico remains one of the jurisdictions with the highest number of fatalities related to drunk drivers.

Beginning, July 1<sup>st</sup>, 2017 a new amended to Law 22 of Vehicle and Traffic as amended, will be effective. In summary, almost all its changes are a rise on fines.

### Impaired Driving Fatalities Years 2013-2015



Fatality Analysis Reporting System, FARS, in 2015, reported 104; this indicates a 15% decrease for period 2013 to 2015. However, Puerto Rico has been considerate a High Range State for alcohol impaired driving and an Impaired Driving Program Assessment was conducted from June 18 to June 23, 2017. Recommendations from this assessment will be evaluate to establish a FY 2018 work plan and projects accordingly.

Data analysis used for HSP was obtained from FARS; data from PRDOT crash file. The lack of reliable data about alcohol level testing performed by the Police to non-serious injured drivers at crash time, does not allow an extensive profile analysis of impaired drivers to determined repetitive behaviors. However, in order to outline the problematic using fatalities as baseline, annual historic data shows that averages of 30% of total fatalities are caused by impaired drivers. This data allows us to infer that for 2015, 30% of crashes with injured people included at least one impaired driver, totaling about 6,243 in 2015.

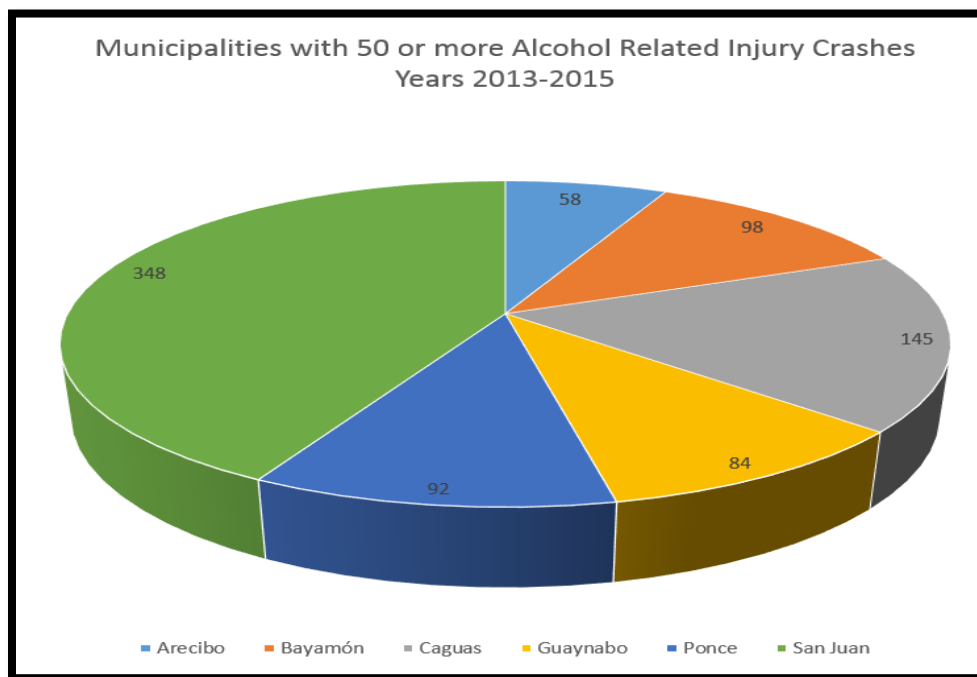
Impaired driving fatalities characteristics, 2013-2015, for the three-year average:

- 93% alcohol impaired driving fatalities were male.
- 50% of impaired driving fatalities were in the 25-49 years group, followed by age group 15-24 with 23%.
- Weekends reported most alcohol impaired driving fatalities, 65%: Sundays in first place with 32%, Saturday with 19% and a tie between Mondays and Fridays with 14% each.
- 76% of impaired driving fatalities occurred from 6:00PM-6:00AM

- Similar numbers are observed in every month, but February, May and August showed the highest numbers of impaired driving fatalities. Summer months conformed 24% of total impaired driving fatalities for the three years average.
- 67% of all alcohol impaired drivers killed were unrestrained.
- 59% of alcohol impaired motorcycle riders killed was un-helmeted.
- 67% alcohol impaired driving fatalities also presented a speeding factor.

For years 2013-2015, 67 of the 78 municipalities that comprise the island of Puerto Rico reported at least 1 impaired driving fatality for an 86%.

- 52% of the 67 municipalities reported 2 to 4 impaired driving fatalities.
- 24% of the 67 municipalities reported 5 to 9 impaired driving fatalities.
- 18% of the 67 municipalities reported 1 impaired driving fatality.
- 3% of the 67 municipalities reported double digit impaired driving fatalities: San Juan with 16 and Caguas with 14. This is consistent with high populated urban municipalities as these 2 ranked among the five most populated municipalities of Puerto Rico.



- The highway system in Puerto Rico is composed of approximately 19,459 roadway miles. It is divided into four networks: primary (urban primary) secondary (state) or inter-municipal, tertiary or local and a network of local roads called municipal roads.

For years 2013-2015:

- 31% of impaired driving fatality crashes occurred on secondary state roads.

- 27% of impaired driving fatality crashes occurred on primary roads.
- 24% of impaired driving fatality crashes occurred on tertiary roads.
- 17% of impaired driving fatality crashes occurred on municipal roads.

Such analysis provides the basis for Impaired Driving Program to keep encouraging all PRPD Traffic Units and municipalities to participate on alcohol impaired driving mobilizations.

**Performance Targets**

- To decrease alcohol impaired driving fatalities 6 percent from the 2015 calendar base year average of 104 to 98 by December 31, 2018.
- To conduct five (5) alcohol impaired driving mobilizations during 2018.
- To coordinate at least two (2) alcohol trainings for PRPD and Municipal Police in 2018.
- To coordinate at least two (2) alcohol trainings for PRPD and Municipal Police in 2018 in conjunction with the PRDOJ.
- To coordinate/conduct at least one (1) training for prosecutors during 2018.
- To maintain public information and educational efforts during high alcohol consumption periods.

**Projects Strategies**

**Project Title:** Impaired Driving Overtime Enforcement

**Project Description:** Overtime hours to participate in Alcohol Impaired Driving National Crackdowns and mobilizations will be funded for PRPD’s 13 traffic police regions and many Municipal Police. Budget for PRPD overtime hours will be \$450,000.00. Municipalities will be selected using past performance criteria, equipment (Alco-Sensor and Intoxilyzer) and availability to work overtime hours. Effort and engage them to facilitate Municipal Police participation.

Mobilization periods have been chosen by identifying very high alcohol consumption periods. This strategy is based on NHTSA’s Uniform Guidelines, Guideline # 8, and Chapter II-Section C. Enforcement.

BUDGET		ALCOHOL IMPAIRED DRIVING MOBILIZATIONS FY 2018 PROJECT 18-01-01 and Municipalities ID Projects		
PRPD	MUNICIPALITIES	DATE	YEARS 2013-2015 ALCOHOL INJURY CRASHES AND ID FATALITIES	DESCRIPTION
\$100,000.00	\$100,000.00	<b>Thanksgiving Crackdown</b> 11/17/2017 to 11/27/2017	169 alcohol related injury crashes 29 impaired driving fatalities	Start a week before Thanksgiving Holiday Week to include that period of festivities that usually is a small fall break and mark the beginning of holiday season.
\$190,000.00	\$125,000.00	<b>Christmas Crackdown</b> 12/14/2017 to 1/1/2018	242 alcohol related injury crashes 24 impaired driving fatalities	Covers the Christmas Season, which in Puerto Rico extends up to early January (Three Kings Day). This season is characterized by an increase in alcohol consumption, therefore impaired driving increases.

\$80,000.00	\$100,000.00	<b>Easter Crackdown</b> 03/29/2018 to 04/02/2018	93 alcohol related injury crashes 28 impaired driving fatalities	Easter Festivities/Spring Break- Schools, Colleges, agencies and many businesses close during the week and a highly consumption of alcohol is observed although some religious traditions still are observed.
\$150,000.00	\$125,000.00	<b>Summer Crackdown</b> 07/13/2018 to 07/30/2018	108 alcohol related injury crashes 28 impaired driving fatalities	July has one national holiday and is related with vacations. During hot summer days, most the population hit the beaches and vacation centers. Tendency is to increase alcohol consumption while on vacation.
\$80,000.00	\$50,000.00	<b>Labor Day National Crackdown</b> 08/24/2018 to 09/03/2018	86 alcohol related injury crashes 14 impaired driving fatalities	During the month of August, no holiday is observed. Schools and Colleges begin and many population on vacation return to work. Hurricane season is at its peak and people tend to buy alcohol as a way to cope with this stress and to socialize with friends and neighbors during this hard time. Also, the Labor Day weekend, is considered the last summer holiday and celebration and alcohol are always present.

### Impaired Driving Overtime Enforcement

Project Number	Agency	Amount	Source	Indirect Cost	MOE	Match
18-01-01	PR Police Department	\$600,000	Map 21 - 405d	0	\$500,000	\$8,000,000
18-01-XX	Municipal Police	\$500,000	164AL Share to local	0	\$350,000	TBD
<b>Total Budget</b>		<b>\$1,100,000</b>				

#### Project Title: Impaired Driving Enforcement Equipment Program

**Project Description:** PRTSC will provide funds for equipment to enhance impaired driving enforcement efforts. The equipment to be purchased will include: preliminary breath testing equipment (Alco-sensors), Intoxilyzers and mouthpieces. In addition, 30 vehicles will be purchased from the Specialized Unit of Alcohol in the PRPD (Traffic Bureau) and 2 trailers to carry out alcohol tests during road blocks and 2 vehicles to drag them. This will be a pilot project and will be monitored as follows:

- First three months – Weekly monitoring
- Next three months – Monthly monitoring
- Then quarterly up to 5 years

All vehicles will have a timetable of the service and each officer must report their daily work. To be funded through proposals for State and Municipal Police. As included in Countermeasures that Work 2015, Chapter 1.

Impaired Driving Enforcement Equipment Program						
Project Number	Agency	Amount	Source	Indirect Cost	MOE	Match
18-01-XX	Municipal Police	\$250,000	164AL Share to local	0	\$125,000	TBD
18-01-02	PR Police Department	\$1,320,000	410AL/Map 21 -405d	0	\$500,000	\$4,000,000
<b>Total Budget</b>		<b>\$1,570,000</b>				

**Project Title:** Alcohol Impaired Driving Prosecution Enhancement

**Project Description:** Puerto Rico Department of Health- Alcohol Toxicology Lab

From years 2010-2012 an average of 220 Intoxilyzers used by Police during alcohol interventions/arrests were certified and an average of 833 were checked by Puerto Rico Department of Health as established by Law 22 and Department of Health Ruling 123. In addition, an average of 796 blood samples were analyzed as part of drunken driving arrests in the last three years and 71 trainings were offered to judges regarding alcohol chemical analysis, equipment function, and interpretation of test results to enhance their knowledge about this process to sustain test results as reliable evidence in impaired driving trials. By law, the Toxicology Lab is responsible of calibrating and certificating all Intoxilyzers with proper solutions. Also, it must provide all test tubes for blood samples and trained medical personnel. Chemists are witnesses on DWI courts trials.

This project will provide funding for blood tubes and solutions \$30,000.00, contractual services \$190,000.00, \$20,000 fringe benefits, printing \$7,000.00, office and educational supplies \$10,000.00, training \$12,000.00, local travel costs for the professionals \$16,000.00, maintenance of equipment \$15,000. Based on Uniform Guidelines Guideline # 8, Chapter II-Section C. Enforcement and Section D. Prosecution.

**Project Description:** Puerto Rico Department of Justice-Impaired Driving Prosecution Unit

In average for the past four years 15,300 DWI cases were assigned and worked by PRDOJ prosecutors. However, only 29% of these cases were heard in court, although in 94% of cases heard a conviction was obtained. The Puerto Rico Department of Justice is conducting various efforts to enhance the quality and skills of its prosecutors, especially DWI cases prosecutors. One of the main tasks is to establish a TSRP position, six DWI specialized prosecutors and a DWI

comprehensive training plan. Training plan that includes many TSRP skills and to recruit a TSRP. All 13 judicial regions will be covered by these professionals. In addition, DWI seminars and conferences will be provided to state’s prosecutors and an administrative assistant whom will be responsible of data gathering, coordination of trainings, complete reports, etc. on a day by day basis.

Project will be developed within the Chief of Prosecutors Office of the Puerto Rico Department of Justice. Costs related to salaries \$280,224.00 (6 DWI prosecutors and Project Administrative Assistant), fringe benefits \$87,000.00, Supplies \$6,640.00, Computers \$18,300.00, local and US travel costs \$13,000.00, trainings \$24,000.00. TSRP salary will be pay with state funds. Project will contribute to enhance prosecution services in all judicial regions within the Department of Justice integrating law enforcement agencies, toxicology lab, governor’s highway safety office, and victim advocate projects. Strategy is based on NHTSA, s Uniform Guidelines, Guideline #8, Chapter II, and Section D.

Impaired Driving Prosecution Enhancement Programs						
Project Number	Agency	Amount	Source	Indirect Cost	MOE	Match
18-01-06	PRDOJ	\$430,000	164AL	0	\$3,000,000	TBD
18-01-XX	PRDOH	\$300,000	154AL	0	\$400,000	TBD
<b>Total Budget</b>		<b>\$730,000</b>				

**Project Title:** Impaired Driving Coordinator

**Project Description:** PRTSC Impaired Driving Coordinator will promote law enforcement activities for the implementation of Law 22 to intervene with drunk drivers. The coordinator will be responsible of keeping representatives of the various agencies and entities informed of alcohol law enforcement activities, educational and media campaigns, and other administrative aspects of the Impaired Driving Program. Also, the coordinator will join the meetings of community educators with agencies like ACAA and DOT, in order to coordinate their support during alcohol awareness campaigns. The coordinator will develop new projects and will assist with expert advice on DWI for local and external projects. Costs will include salary and benefits, as well as out-of-state and local travel. This strategy is based on NHTSA’s Uniform Guidelines, Guideline #8, Chapter I; Section A and Chapter IV Program Management.

### Impaired Driving Coordinator

Project Number	Agency	Amount	Source	Indirect Cost	MOE	Match
18-01-13	PRTSC	\$92,300	164AL	0	0	\$60,000
<b>Total Budget</b>		<b>\$92,300</b>				

**Project Title:** Impaired Driving Media Survey

**Project Description:** A consultant will be contracted to conduct Attitude Surveys to measure the effectiveness and to identify which strategies were effective and areas where it will be necessary to improve or refine these plans for future campaigns.

### Impaired Driving Media Survey

Project Number	Agency	Amount	Source	Indirect Cost	MOE	Match
18-01-22	PRTSC	\$12,000	Map 21-405d	0	0	0
<b>Total Budget</b>		<b>\$12,000</b>				

**Project Title:** Impaired Driving Program- PR Institute of Forensic Sciences

**Project Description:** Historically, PRTSC has only worked with alcohol impaired driving projects although drug addiction is a big public concern. To this day, there's no Drug Impaired Driving Program in place, therefore, Law 22 is not being fully enforced. As established in Chapter 1, Section 7 of Countermeasures that Work, 2015 edition; few countermeasures have been developed to address drug-impaired driving, and there has been little evaluation of drug impaired driving countermeasures.

In a study conducted by the Puerto Rico Mental Health and Anti-Addiction Services Administration (ASSMCA by its Spanish acronym), in 2009 it was presented that at least a 22% of the population ages 15-74 have used illegal drugs at least once in a lifetime. It is estimated that over 100,000 people are actively using one or more one or more drugs. Other research concluded that over 5% of Puerto Rico's population suffers from illicit drug dependency. Studies regarding public health establishes that users of Marijuana in Puerto Rico as high as 300,000.

Preliminary data from the Puerto Rico Institute of Forensic Sciences regarding fatal injured drivers for 2015, it showed the presence of illicit drugs on 22 of the 62 fatalities alcohol

impaired drivers' equivalent to 35% of total cases. Cannabinoids were present in 68% and cocaine in 32% of cases of the alcohol impaired.

Clearly, more research about drinking and drugged driving has to be performed although this project will aid Puerto Rico Traffic Safety Commission in documenting the dangers of mixing drugs, prescription drugs, alcohol and driving, especially now, while several projects to legalized medicinal Marijuana are being considered at the legislature level.

PRTSC will provide funds to the Puerto Rico Institute of Forensic Sciences to create a new project to:

- Expand the panel of analysis in post mortem cases of traffic fatality cases to include alcohol, drugs and prescribed drugs.
- Expand the services of alcohol, drugs and prescription drugs chemical analysis to the living. This accreditation was obtained by the Institute on 2016.
- Conduct an impaired driving research study with the data gathered to document drug impaired driving issues.
- Maintain a statistical data base with a standardized instrument.
- Conduct trainings to law enforcement, judicial, medical community regarding impaired driving findings.
- Funds will cover salaries for forensic toxicologists and forensic technicians \$184,000.00, fringe benefits \$25,000.00, toxicology supplies (solutions) \$120,000 and equipment \$71,000.00.

Impaired Driving Program-PR Institute of Forensic Sciences						
Project Number	Agency	Amount	Source	Indirect Cost	MOE	Match
18-01-XX	PR Institute for the Forensic Sciences	\$400,000	Map 21-405d	0	\$250,000	TBD
<b>Total Budget</b>		<b>\$400,000</b>				

**Project Title:** SFST Coordinator

**Project Description:** SFST Coordinator will manage all SFST training activities. Will maintain all records of law enforcement officers trained as SFST instructors and practitioners, maintain and distribute current and updated SFST materials, and ensure the IACP/NHTSA SFST training standards are strictly followed. The SFST Coordinator will maintain an open line of communication with all SFST Instructors and law enforcement agencies throughout the Island. The Puerto Rico SFST Coordinator will have, among his/her duties the management of all SFST training activities in Puerto Rico. The Coordinator will identify SFST training needs, locate and develop instructor resources and provide training opportunities for law enforcement officers.



In addition, a training program with the standards for providing initial and refresher training using the NHTSA and the Technical Advisory Panel of the IACP Highway Safety Committee will be developed. Program will include operation, requirements for SFST training, and periodic refresher training. A schedule of trainings will be circulating to all participants with all updates to the program curriculum. The training program would contain a plan to train all state and municipal police officers. Costs will include contractual services, out-of-state and local travel, equipment, educational materials and trainings, equipment, printing costs and others related.

The SFST Coordinator will have clearly defined duties. This will include:

- Become an SFST Master Trainer and Instructor
- Management of training activities for the State and Municipal Police Departments
- Responsible for maintaining records of Law Enforcement Officers trained at SFST Instructors
- Maintain and distribute ALL SFST materials
- Keep all the SFST Instructors up to date in all training aspects.
- Locate and develop instructor resources
- Provide training opportunities for Law Enforcement Officers

Through this Project the PRTSC will create an Oversight Committee that with coordination of the Impaired Driving and SFST Coordinators will administer the PR Impaired Driving Program. This action will provide consistency in future trainings as well as maintain all program requirements. It will implement the guidelines and standards for the SFST training. The Committee members should include the following:

- SFST Coordinator
- Impaired Driving Coordinator
- PRTSC Executive Director
- Puerto Rico Police Department Superintendent
- Department of Health
- Institute of Forensic Science
- SFST Instructor from the State Police Academy
- SFST Instructor from the Municipal Police
- Representative from the Judiciary
- Any other members that the PRTSC as well as NHTSA can identify as the program evolves

Phase I will start with 2 SFST Program Trainers that will travel to Puerto Rico for seven days. During this time the trainers will run 2 consecutive NHTSA approved SFST Schools and deem approximately 50 Traffic Enforcement Police Officers proficient in the SFST Program. After 2 months of the application of the SFST Program in the field, the PRTSC will coordinate the return

of the SFST trainers, and evaluate possible candidates that will become the SFST Program Instructors. During this time the SFST Trainers in coordination with the PRTSC SFST Coordinator will run a 3-day school with the 5 candidates that have been evaluated to be on the top of their game and have shown to have a genuine interest in becoming leaders on the field. After the 5 SFST Instructors have been selected by the PRTSC and the SFST Trainers, they will run a third class to evaluate all the selected candidates in a classroom environment. Once they are certified as SFST Instructors we will continue our efforts and start Phase I of the Municipal Police Department SFST Training.

Puerto Rico is divided in 78 Municipalities, 75 of those have local Police Departments. The combined number of Police Officers for the Municipal Police as of today is 3,888 from which 313 are assigned solely to the Municipal Police Traffic Enforcement Bureau. Even though only 313 are assigned to the Traffic Enforcement Bureau, a large portion of the other Officers of the force participate in traffic enforcement efforts. Our goal is to train all 313 Traffic Enforcement Bureau Police Officers as well as 30% of total police force in the first year after the implementation of the SFST Program. We will start the training in high population Municipalities that have a greater number of Municipal Police Traffic Enforcement Bureau Officers. These are:

<b>Municipality</b>	<b>Population (2016)</b>	<b>Municipal Police</b>	<b>Municipal Police Traffic Enforcement Bureau</b>
Aguadilla	58,594	35	18
Arecibo	88,240	140	13
Bayamón	188,553	100	6
Caguas	142,270	148	12
Carolina	163,954	280	32
Guaynabo	94,635	325	28
Mayagüez	80,373	92	4
Ponce	147,542	326	14
San Juan	357,130	800	19
Toa Alta	74,807	40	2
Toa Baja	83,190	89	10
Yauco	38,233	105	8

<b>Total</b>	<b>1,517,521</b>	<b>2,480</b>	<b>185</b>
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Source: US Census Bureau, PRTSC

The chart above describes Phase I of the SFST training for the Municipal Police Force.

This strategy is based on NHTSA’s Uniform Guidelines, Guideline #8, Chapter III, Criminal Justice System; Section B. Enforcement. Puerto Rico SFST Program Assessment Priority Recommendations, June 2016.

<b>SFST Coordinator</b>						
<b>Project Number</b>	<b>Agency</b>	<b>Amount</b>	<b>Source</b>	<b>Indirect Cost</b>	<b>MOE</b>	<b>Match</b>
18-01-XX	PRTSC	\$200,000	Map 21-405d	0	0	0
<b>Total Budget</b>		<b>\$200,000</b>				

**Project Title:** Victims Impact Panel Program

**Project Description:** DWI Victim Impact Panel Program (VIPP) is an awareness program for offenders convicted of driving while alcohol impaired. It consists of a non-confrontational presentation by crime victims/survivors expressing their personal experiences and stories of how impaired drivers have changed their lives and family dynamics. Panel assistance will be part of sentencing. The VIPP presents a distinctive perspective to the offenders that was often overlooked in our system and that cannot be taught by the courts or the DWI offender schools. Panelists express to offenders first-hand about the trauma, physical pain, emotional suffering and devastation, financial loss, anger, and frustration that is experienced by innocent victims and their family members resulting from a DWI-related crash.

Funding will be provided for VIPP Coordinator, percentage of professional services, office and presentations materials, presentation equipment, such as a laptop computer and a projector, per diem (travel & meal) for panelists. This strategy is based on Countermeasures That Work, Chapter 3; Section 3.4.

<b>Victims Impact Panel</b>						
<b>Project Number</b>	<b>Agency</b>	<b>Amount</b>	<b>Source</b>	<b>Indirect Cost</b>	<b>MOE</b>	<b>Match</b>
18-01-67	ASSMCA	\$120,000	164AL	0	\$50,000	TBD
<b>Total Budget</b>		<b>\$120,000</b>				

## YOUTH ALCOHOL

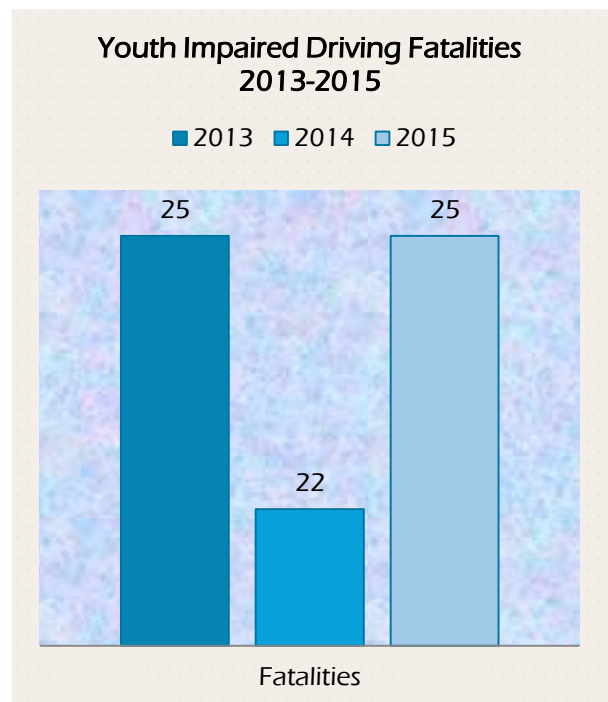
### *Program Overview*

In Puerto Rico, the legal drinking age is 18. Besides efforts of the State, alcohol is very accessible to youth, since it can be bought almost everywhere: gas stations, supermarkets, restaurants, etc. All these and a natural risky behavior in teenagers and young adults with a false sense of immortality can lead to disastrous consequences when alcohol and driving are mix. Education and prevention are a must.

Right graph presents youth traffic fatalities, ages 15-24 years, for years 2013- 2015.

Average youth impaired driving fatality profile for the three-year period of 2013-2015, shows a very similar pattern as in all impaired driving fatalities:

- 92% of impaired driving fatalities were male
- Weekends reported most alcohol impaired driving fatalities, 69%:
- Saturday with 23% and Mondays with 17% each.
- 83% of youth impaired driving fatalities occurred at nighttime from 6:00PM to 6:00AM.
- A regular pattern through all months of the year is observed a peak on February. Summer months of June through August add up to a 42% of total average fatalities for this period.
- 86% of fatalities occurred on primary and secondary roads.
- 74% of young impaired drivers killed were unrestrained.
- 67% of alcohol impaired motorcycle riders killed was un-helmeted.
- 67% alcohol impaired driving fatalities also presented a speeding factor.



Alcohol consumption among teenagers and young adults are one of the main concerns in Puerto Rico. Alcohol still is the drug most used by college students with a 68.2% when compare with tobacco 17.6%. Over 60% of college students informed binged drinking (5 drinks or more in a short period). Information regarding teenagers and college students' social studies enumerated: accessibility, family history and peer pressure as reasons for youngsters to consume alcohol.

## ***Strategies***

To prevent and reduce impaired driving injury crashes and traffic fatalities among age group 15-24 years old, and, as a support to the Impaired Driving module of this HSP which includes the enforcement efforts targeting impaired driving among all age groups, this module will focus on education and prevention strategies such as peer based programs and behavior modification.

For 2018, PRTSC and Youth Impaired Driving Programs will continue using tools for public awareness activities and social media to extend alcohol related and impaired driving prevention messages among teenagers and young adults. By maintaining its presence in social media networks, such as Twitter, Facebook and Instagram platforms throughout the year, safety traffic message will be continuously spread among this target group. Campaigns ads, press releases, strategic messages, news updates, and upcoming activities information will be posted. Educational campaign videos and media interviews will be posted on our You-tube channel.

## ***Performance Targets***

- ✓ To decrease youth impaired driving fatalities by 12 percent from 2015 calendar year of 25 to 22 by December 31, 2018.

## ***Projects Strategies***

**Project Title:** Impaired Driving Youth Programs

**Project Description:** Based on Countermeasures that Work 2015, Chapter I Impaired Driving, Section 6.5 Youth Programs-Peer to Peer Approach) and on NHTSA's Uniform Guidelines, Guideline #8. Impaired Driving.

FIESTA Projects reached college campus youngsters Island wide, among others, using peer to peer approach. FIESTA Programs seek to motivate youth and young adults not to drink and drive or to ride with a designated driver that has not been drinking alcohol. Also, FIESTA-Creativo is a non-profit organization that offers drug and alcohol rehabilitation, which accepts people who voluntarily seek treatment. One of their main objectives with this project is to make their participants aware of the consequences of drinking and driving. Educational activities include, but not limited to, awareness campaigns, distribution of educational materials, workshops, artistic presentations, goggles activities, media and social media campaigns, and research related to alcohol impaired driving. Most costs for the FIESTA projects include: salary and fringe benefits, stipends for student instructors, contractual services, office and educational materials, training, purchase and maintenance of equipment and local travel per-diem.

On FY 2018 a new project will be developed: *FIESTA Educativo* within the Puerto Rico Department of Education Public Health Program. The objective is to reach all the 167 secondary public schools in Puerto Rico with an alcohol and impaired driving prevention efforts. The main strategy will be to train ten (10) ninth grade students per school and develop a peer-

to-peer raining program within their schools and community. Project would reach nearly 100,000 high school students. Costs include: salaries \$42,000.00, fringe benefits \$6,200.00, contractual services \$45,000.00, supplies and educational supplies \$ 45,750.00, equipment \$24,050.00, local travel \$2,000.00, trainings \$160,000.00 and transportation.

Impaired Driving Youth Programs						
Project Number	Agency	Amount	Source	Indirect Cost	MOE	Match
18-02-02	UPR- Río Piedras Campus	\$123,225	164AL Share to local	0	\$50,000	TBD
18-02-05	UPR-Mayagüez Campus	\$83,540	154AL Share to local	0	\$50,000	TBD
18-02-10	UPR-Cayey Campus	\$74,190	164AL Share to local	0	\$50,000	TBD
18-02-14	UPR-Ponce Campus	\$58,645	154AL Share to local	0	\$50,000	TBD
18-02-15	Hogar CREA, Inc.	\$76,689	164AL Share to local	0	\$50,000	TBD
18-02-16	Pontifical Catholic University of PR - Ponce	\$71,905	154AL Share to local	0	\$50,000	TBD
18-02-17	UPR-Utuado Campus	\$89,669	164AL Share to local	0	\$50,000	TBD
18-02-21	UPR-Aguadilla Campus	\$85,260	154AL Share to local	0	\$50,000	TBD
18-02-25	Metropolitan University	\$52,000	164AL Share to local	0	\$50,000	TBD
18-02-XX	Polytechnic University	\$61,962	154AL Share to local	0	\$50,000	TBD
18-02-XX	Pontifical Catholic University of PR – Arecibo	\$70,000	164AL Share to local	0	\$50,000	TBD

18-02-XX	Department of Education	\$400,000	405d	0	0	TBD
<b>Total Budget</b>		<b>\$1,247,000</b>				

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## POLICE TRAFFIC SERVICES

### *Program Overview*

Police Traffic Services are highly effective in reducing traffic-related injuries and fatalities through the use of selective enforcement countermeasures, prevention efforts, public information, and education. Used together, law enforcement agencies can employ these strategies to successfully address their communities' traffic safety problems. Through the years, PRTSC has maintained conjoined efforts with the Puerto Rico Police Department and Municipal Police to enforce traffic laws and prevent traffic violations.

PRPD LAW ENFORCEMENT EFFORTS							
YEAR	SPEEDING CITATIONS	DWI INTERVENTIONS	DWI ARRESTS	SEAT BELT CITATIONS	CHILD RESTRAINT CITATIONS	CELL PHONE CITATIONS	OTHER MOVING CITATIONS
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	131,138	7,544	6,165	130,937	4,315	66,571	403,472
2016	110,953	7,821	6,189	145,512	2,489	67,795	361,325

MUNICIPAL POLICE EFFORTS							
YEAR	SPEEDING CITATIONS	DWI INTERVENTIONS	DWI ARRESTS	SEAT BELT CITATIONS	CHILD RESTRAINT CITATIONS	CELL PHONE CITATIONS	OTHER MOVING CITATIONS
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
2016	8,009	2,620	723	13,423	73	8,223	37,404

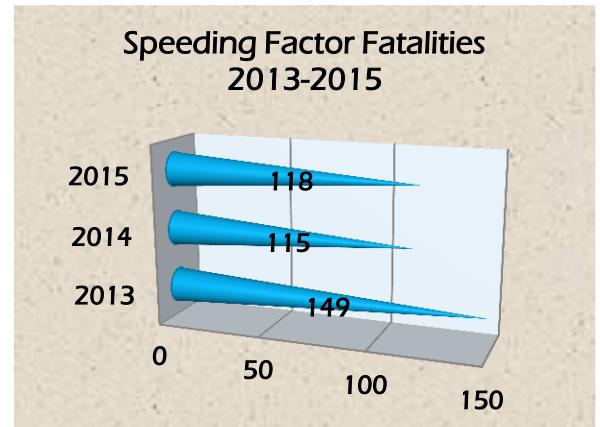
Puerto Rico Police Department and Municipality Police has been demonstrating a decrease of traffic citations over the past years, which may be attributed to various factors. First of all, 2016 was an election year and specially during the months of July and November when the campaigns and the elections day were, that's why the different municipalities and their municipality police officers were concentrated in other areas, this on the instructions of the Mayors of the different municipalities. In addition due to Puerto Rico's fiscal situation, many police officers have been forced to migrate to other parts of the world looking for better opportunities and better salaries to support their families, reducing the amount of officers patrolling the streets. Out dated and lack of proper equipment to carry out traffic interventions is also a determining factor. Lastly, the police force has also suffered reduction of personnel caused by the retirement of a considerable amount of officers, and the difficulty the department has had to recruit new members due also to the high number of citizens migrating.



The different municipalities have also the same problem recruiting Municipality Police Officers due to the fiscal situation of the government of Puerto Rico and the different municipalities.

During the FY 2017 the PRPD received federal funds for the purchase 60 radars. However, the State Police requires more radar as well as the Municipal Police.

Speed and aggressive driving is a major factor in fatal crashes, regardless of road type or functional class. For the 2013-2015 periods Puerto Rico had 382 speeding related fatalities, 2013 reported a 149 fatalities, according to FARS, in 2014 there were 115 speed-related deaths were recorded, representing 38% of all traffic fatalities, and 11% decrease from 2013. In addition for the year 2015 we have 118 speed related fatalities that represents a 38%. A 54% of the speed-related fatalities were alcohol-related.



According to traffic police officers, speeding and aggressive behavior are the most probable cause for intervening with drivers.

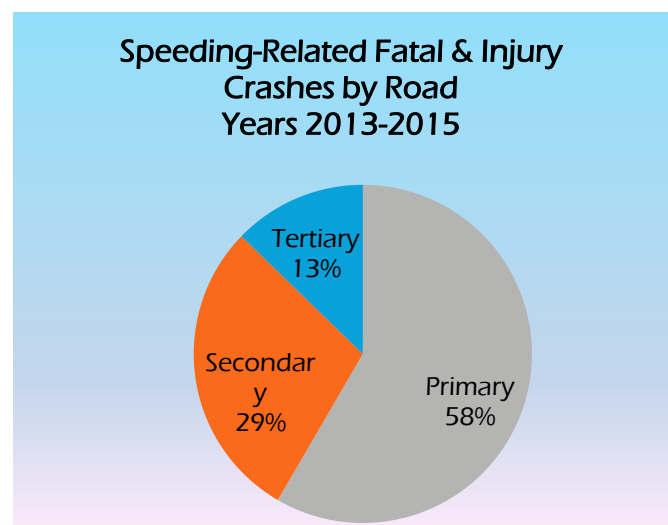
When analyzing speed and aggressive driving fatalities for the years 2013-2015:

- 79% of total speeding fatalities were male and 21% female.
- 55% of speed related fatalities were between 18-36 years old.
- Weekends accounted for most speed-related fatalities: with Sundays in first place with 28%, Saturday with 20% and Monday with 16%.
- 75% of speed related fatalities occurred between 6:00PM-5:59AM.
- Months reported with most speed related fatalities: with November 12%, February & April 10%, and June & July 9%

Analyses of speed and aggressive fatal and injury crashes in 2013-2015 illustrate the following:

- 58% of fatal and injury crashes occurred on primary roads.
- 29% of crashes occurred on secondary roads.
- 13% of crashes occurred on tertiary roads.

SAFETY/CARE data system also provided the ability to perform speed and aggressive



fatality and injury crashes analysis to identify specific roads that reported most of these crashes. This analysis concluded the following:

- San Juan, Caguas, Ponce, Aguadilla, and Bayamón, and represent 39% with higher incidence.
- Most fatalities and injury crashes occurred on primary highways and roads, and metropolitan areas.

***Performance Targets***

- To maintain speeding-related fatalities from the 2015 calendar base year average of 118 to 118 by December 31, 2018.

***Projects Strategies***

**Project Title:** Law Enforcement Liaison

**Project Description:** The Law Enforcement Liaison (LEL) Program is designed to enhance the relationship between the highway safety office, law enforcement community and other pertinent partners. LEL makes a difference when working with law enforcement agencies. These are recognized by NHTSA as effective resources. LELs are trained to detect and correct problems quickly, and improve police traffic services. Retired ranking two officers will serve as experts in police and enforcement matters to guide PRISC in the decision making process regarding enforcement. In addition, they will continue to coordinate at least two training Below 100 for all officers of the State Police and Municipal Police. Primary responsibilities of the LEL include: serving as the liaison between the law enforcement community, key partners and the PRISC, encouraging more law enforcement participation in HVE campaigns, assisting with mini grant applications, encouraging use of proven countermeasures and evaluation measures, etc. Project will fund contractual services, trainings, training materials, and travel, etc. This strategy is based on NHTSA’s Uniform Guidelines, Guideline # 15, and Chapter VI. Training and Chapter VII. Evaluation.

Law Enforcement Liaison						
Project Number	Agency	Amount	Source	Indirect Cost	MOE	Match
18-03-03	PRISC	\$140,000	402PT	0	0	0
<b>Total Budget</b>		<b>\$140,000</b>				

**Project Title:** Traffic Enforcement Coordinator

**Project Description:** Project proposes for Coordinator to be in charge of managing Speed Enforcement Mobilizations, LEL’s Program and Speed Enforcement Equipment projects of the State and Municipal Police forces. Salaries, local and stateside training, travel expenses,

materials and equipment will be funded. Coordinator will work with PT and MC programs, with 50% funds each.

Traffic Enforcement Coordinator						
Project Number	Agency	Amount	Source	Indirect Cost	MOE	Match
18-03-78	PRTSC	\$34,635	402PT	0	0	\$20,000
<b>Total Budget</b>		<b>\$34,635</b>				

**Project Title:** Speed and Aggressive Driving Media Survey

**Project Description:** A consultant will be contracted to conduct Attitude Surveys to measure the effectiveness and to identify which strategies were effective and areas where it will be necessary to improve or refine these plans for future campaigns.

Speed and Aggressive Driving Media Survey						
Project Number	Agency	Amount	Source	Indirect Cost	MOE	Match
18-03-00	PRTSC	\$12,000	402PT	0	0	0
<b>Total Budget</b>		<b>\$12,000</b>				

**Project Title:** Speed Enforcement Equipment

**Project Description:** PRTSC will provide funds for equipment and pieces to enhance speeding enforcement efforts. Currently the radar equipment for Municipal and State Police has more than ten years, and they are not in good condition. We have several Municipal Police and State Police that have no radar and cannot intervene with drivers who drive over the speed limit. Police Traffic Bureau has approximately 25 vehicles and 87 new motorcycles, to which radars acquired under this project will be assigned. Municipal Police Traffic Bureau have approximately 4 to 6 vehicles per municipality; we have 23 municipalities that have already submit their project proposals for 106 radars in total, equipment will be approved according to their particular needs, and their crashes and fatalities data. This equipment is acquired approximately every ten years, for this reason budget for this project on FY2018 is higher than budget for Mobilizations. This equipment will be monitored quarterly. The cost per equipment (Stalker DSR Enhanced Counting Unit, 1.5 PCB & Stalker II Moving Radar) is between \$1,495.00 - \$3,800.00. Radars and related equipment and maintenance for Municipal and State Police will be funded based on Countermeasures that Work 2013 Chapter 3. Aggressive Driving & Speeding, Section 2.3 Other Enforcement Methods-Technology and Uniform Guidelines, Guideline # 15, Chapter III. Traffic Law Enforcement.

Speed Enforcement Equipment						
Project Number	Agency	Amount	Source	Indirect Cost	MOE	Match
18-03-01	State Police	\$100,000	402PT	0	0	1,000,000
18-03-XX	Municipal Police	\$100,000	402 Share to local	0	0	TBD
<b>Total Budget</b>		<b>\$200,000</b>				

**Project Title:** Speed Enforcement Mobilization

**Project Description:** During February 2018 and June 2018, PRSC will grant funds for overtime hours to State and Municipal Police for the Speed Enforcement Mobilization, support through safety education and informational materials with the new amendments and fines of the law 22 about speeding and aggressive driving may also be provided in conjunction with enforcement. The PRSC will continue to support enforcement projects designed to increase compliance with speed limits on all types of roadways. Various speed enforcement strategies will be used, including dedicated roving patrols and saturation enforcement details within Municipalities and regions at high risk. While enforcement in high crash areas is encouraged, routine day-to-day enforcement is also needed to increase the public's perception on the risks of apprehension.

During this mobilization HVE and preventive patrol will be increased in order to issue citations for speeding. Police funds will be granted through mini-grants for effectiveness. In FY 2017, funds were provided to 19 municipal police and state police to conduct special enforcement patrols targeting speeding. Funding is provided to the top performing agencies as measured by the number of citations written during FY 2017 with size of population impacted.

Speed Enforcement Mobilization						
Project Number	Agency	Amount	Source	Indirect Cost	MOE	Match
18-03-19	State Police	\$100,000	402PT	0	0	\$3,500,000
18-03-XX	Municipal Police	\$256,000	402 Share to local	0	0	TBD
<b>Total Budget</b>		<b>\$356,000</b>				

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**Project Title:** Police Coordinator

**Project Description:** PRTSC will provide funds to the Puerto Rico Police (PPR) to hire a civilian possessing the appropriate knowledge and skills in management to exercise the role of Coordinator. This person will act as a liaison and work all federal projects between the PPR and the PRTSC. Some of the tasks to be performed will include preparing funds petitions with all supporting documents, quarterly reports and proposals. This person will help meet our strict compliance with federal and State regulations established by the NHTSA and PRTSC. In addition, PRTSC will provide funds to the Puerto Rico Police for the acquisition of new equipment (purchase of laptops, projectors and projection screens) to be used by trainers of the Highway Patrol Bureau to provide trainings to agents who participate of Alcohol, Speeding, Distracting Driving and Seat Belt mobilizations. Allocated funds will be used for the purchase of laptops, projectors and projection screens.

This strategy is based on Highway Safety Program Guideline No. 15 Police Traffic Services, II. Resource Management: "State should encourage law enforcement agencies to develop and maintain a comprehensive resource management plan."

<b>Police Coordinator</b>						
<b>Project Number</b>	<b>Agency</b>	<b>Amount</b>	<b>Source</b>	<b>Indirect Cost</b>	<b>MOE</b>	<b>Match</b>
18-03-21	PR Police Department	\$50,000	402PT	0	0	\$25,000
<b>Total Budget</b>		<b>\$50,000</b>				

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## **PLANNING AND ADMINISTRATION**

### ***Program Overview***

The Puerto Rico Traffic Safety Commission (PRTSC) is responsible for overseeing the development of the Highway Safety Plan (HSP), Annual Performance Report (APR) and for administering the highway safety sub-grant funds that Puerto Rico receives. Also, supports all PRTSC areas by facilitating technical, financial and fiscal operations. PRTSC in order to achieve its obligations needs The Planning and Administration (P&A) program area to guide the activities and necessary costs for the overall management and operations.

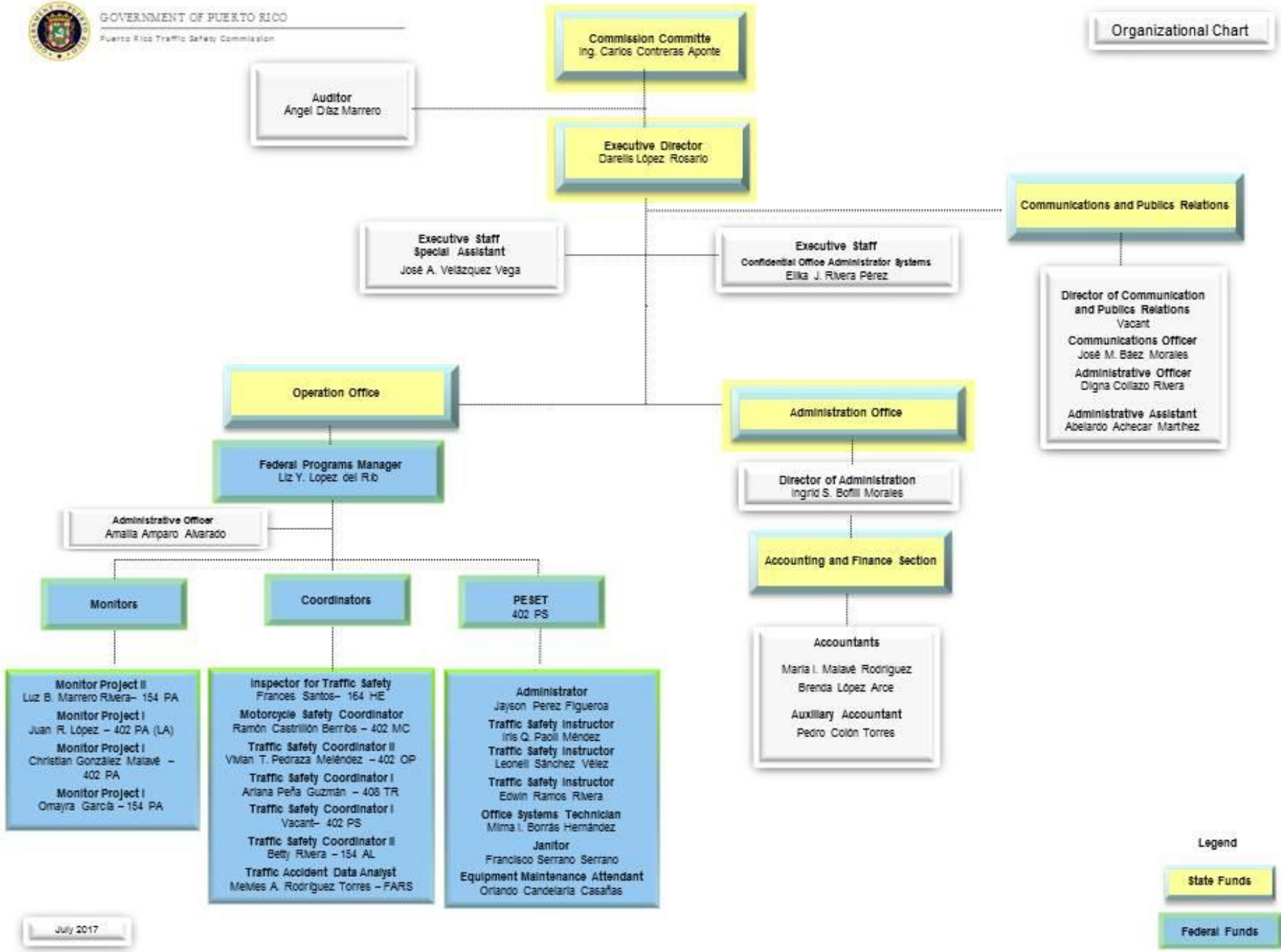
This area supports the Planning and Operations Area which is responsible of identifying traffic safety problems, and prioritizes and develops strategies and solutions addressing those problems based on NHTSA's guidelines and countermeasures. In addition, P&A and Planner assign funds to internal and external projects.

Through effective planning, programming, and project development efforts PRTC will continue to improve efficiency and improve management of all our Safety Programs.

This module covers costs for employee salary, day-to-day internal management, costs associated with operating PRTSC regarding contractual services, supplies and costs associated with administrative support. Also, coordination of services, program purchases such as equipment and materials, and financial reports follow up and compliance with close out deadlines. See organizational chart of PRTSC on the next page.



Organizational Chart



### ***Performance Targets***

Implement and maintain policies and procedures in the most efficient manner to effectively provide a proficient financial operation, and program evaluation of the Highway Safety Program and projects.

### ***Legislative Targets***

The PRSTC will provide support to all legislative amendments that will strengthen existing traffic safety law and regulations. Specific attention will be provided to create severe penalties and procedures to unauthorized and/or suspended licensed drivers who insist on driving; increase penalties for second time offenders distracted drivers and maintain the recently increase on penalties for unrestrained vehicle occupants and for cell phone use while driving. We can impulse the creation and implementation by the necessary legislation, of the SFST Program in Puerto Rico.

### ***Projects Strategies***

**Project Title:** Evaluate HSP Tasks

**Project Description:** Four Project Monitors will be funded to follow up on the operational and fiscal activities of projects, on a daily basis. Also, to provide technical support, promote timely vouchering, site visits and monitoring reports. Two of the monitors will be working exclusively under the Impaired Driving program. Salaries, local and stateside training, travel expenses, materials and equipment will be funded.

<b>Evaluate HSP Tasks</b>						
<b>Project Number</b>	<b>Agency</b>	<b>Amount</b>	<b>Source</b>	<b>Indirect Cost</b>	<b>MOE</b>	<b>Match</b>
18-04-02	PRSTC	\$50,000	402PA	0	0	\$400,000
18-04-12	PRSTC	\$102,359	402PA	0	0	\$200,000
18-04-07	PRSTC	\$100,000	154PA	0	0	\$300,000
<b>Total Budget</b>		<b>\$272,359</b>				

**Project Title:** Administer Program

**Project Description:** In order to provide support for the general administration of the highway safety program, allowable limits of federal funds will be used for purchase and rent equipment, office materials, consulting needs and the single audits. Travel and per diem expenses for local and state-side activities and other administrative expenses will be funded. Also, single audits



costs and other costs associated with the accounting of expenses and funds, budget consultants, IT consultant's services to maintain computerized system and maintenance, insurance and purchase of equipment and office materials necessary for program's administration and other cost regarding administration.

<b>Administer Program</b>						
<b>Project Number</b>	<b>Agency</b>	<b>Amount</b>	<b>Source</b>	<b>Indirect Cost</b>	<b>MOE</b>	<b>Match</b>
18-04-03	PRTSC	\$160,000	402PA	0	0	\$481,000
<b>Total Budget</b>		<b>\$160,000</b>				

**Project Title:** Federal Program Manager

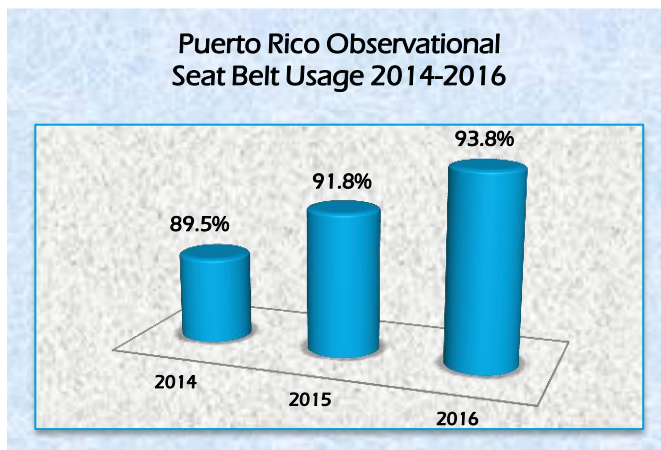
**Project Description:** Provides funds for program managers to coordinate and monitor projects, to coordinate countermeasure activities with local, State and community organizations. These include working with local, State and community organizations to develop awareness campaigns; supporting and assisting local and State task force initiatives; and providing technical assistance to project coordinators. Salaries, local and stateside training, travel expenses, materials and equipment will be funded.

<b>Federal Program Manager</b>						
<b>Project Number</b>	<b>Agency</b>	<b>Amount</b>	<b>Source</b>	<b>Indirect Cost</b>	<b>MOE</b>	<b>Match</b>
18-04-13	PRTSC	\$52,000	402PA	0	0	\$150,000
18-04-14	PRTSC	\$25,000	164PA	0	0	\$34,127
<b>Total Budget</b>		<b>\$77,000</b>				

## OCCUPANT PROTECTION

### *Program Overview*

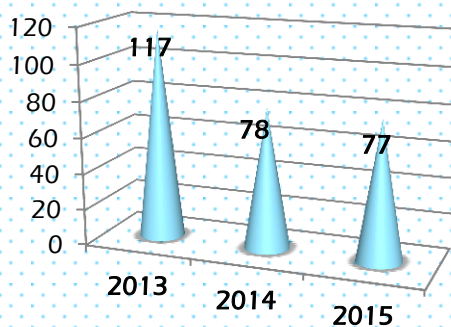
Puerto Rico was the first jurisdiction to pass a mandatory safety belt usage law and the first in having a primary law that covers all seating positions. Increasing seat belt use is the simplest way to reduce risk of serious injuries and fatalities in the event of a motor vehicle crash. However, failure to buckle up remains a major contributing factor in fatal crashes in Puerto Rico. The observed seat belt use rate reported in 2016 was 93.8%; this reflects an increase in seatbelt use during 2016. Child restraint use remains high, with a 94.7% during 2013.



Data for the 2013-2015 periods shows a total of 272 unrestrained fatalities. Fatalities by gender during this three-year period show that 80% of these were male and 20% were female. Therefore, males are overrepresented in unrestrained occupant fatalities. As in other priority areas, most of the unrestrained fatalities were young adults among the 16-24 years old age group, followed by the 25-34 years age group.

Unrestrained fatalities occurred mostly at night time, between the hours of 10:00 pm - 5:59 am. When analyzing fatalities by month during the 2013-2015 periods, it reflects that the month with most unrestrained fatalities was November with a total of 35.

**Unrestrained Related Fatalities Years 2013-2015**



When analyzing unrestrained fatalities by day of the week during the 2013-2015 periods, it shows that days with most fatalities were Saturday, Sunday and Monday. Of total 172 unrestrained fatalities, 60% were on these days. According to vehicle seating position fatality data, front seat passengers accounted for the great majority of passenger fatalities.

Studies have proven that the correct use of child safety seats is extremely effective in reducing the risk of death in children. However, nearly 73% of these are not installed or used correctly.

Analyses of unrestrained fatal and injury crashes illustrates the following:

- A 26% of fatal and injury crashes occurred on primary roads.

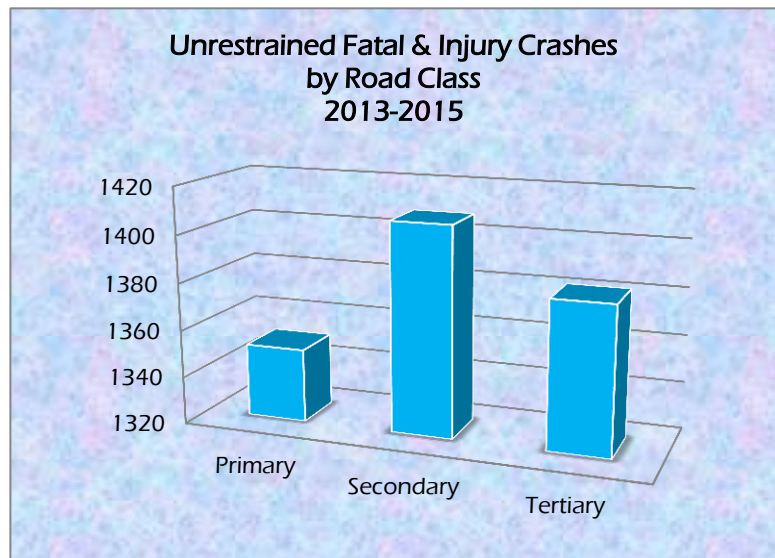
- A 27% of crashes occurred on secondary roads.
- A 26% of crashes occurred on tertiary roads.

The data for the 2013-2015 periods shows a total of 4,337 unrestrained injuries. Injuries by gender during this three-year period show that 87% of these were male and 13% were female. Therefore, males are overrepresented in unrestrained occupant injuries. As in other priority areas, most of the unrestrained injuries were young adults among the 16-24 years old age group, followed by the 25-34 years age group.

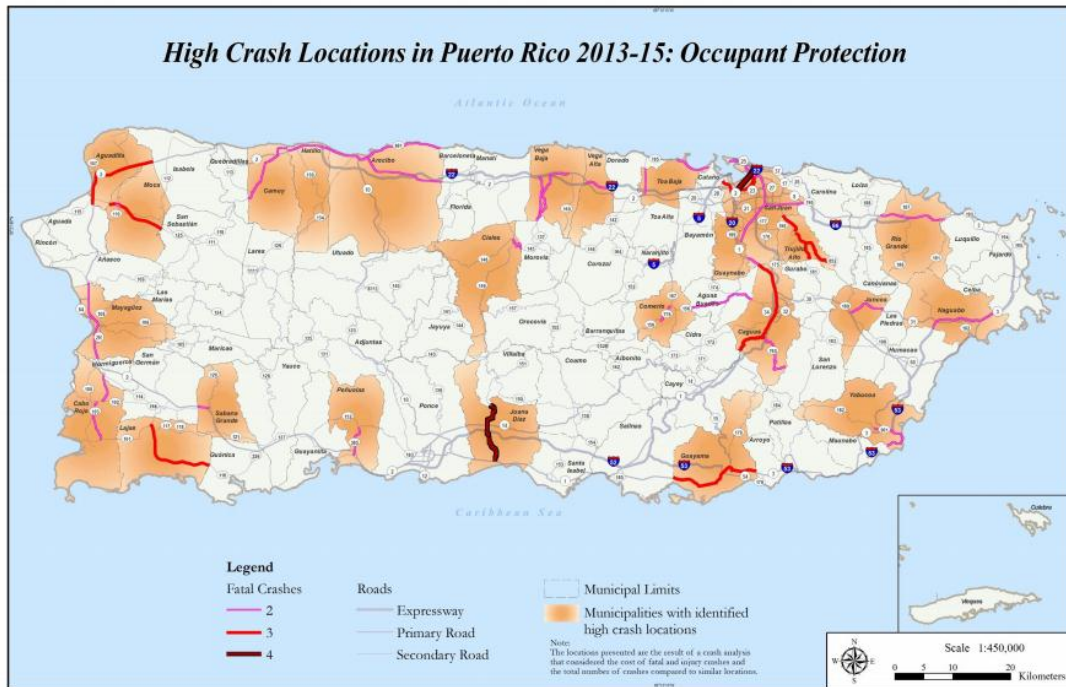
Unrestrained injuries occurred mostly at night time, between the hours of 10:00 pm - 5:59 am. When analyzing injuries by month during the 2013-2015 periods, it reflects that the months with most unrestrained injuries were March with 418, July with 412 and February with 401. When analyzing unrestrained injuries by day of the week during the 2013-2015 periods, it shows that days with most fatalities were Friday, Saturday and Sunday. Of total 2,393 unrestrained injuries, 55% were on these days.

SAFETY/CARE data system also provided the ability to perform unrestrained fatality and injury crashes analysis to identify specific roads that reported most of these crashes. This analysis concluded the following:

- Most of these crashes were reported among PR-2; this particular state road, which is mostly identified as a primary road, reported at least 4% of total unrestrained fatal and injury crashes.
- Road reporting second most crashes is state road PR-3, comprising 2%.
- Expressway PR-22 reported third most with 88 in total for a 2% of total.



## Unrestrained Occupants: Locations with at Least two (2) Fatal Crashes Years 2013-2015



A total of thirty municipalities with at least two fatal crashes during the three-year analysis period (2013-2015) were identified.

- Municipalities of Juana Díaz and San Juan both reported 4 fatal crashes each.
- Eight (8) municipalities reported 3 fatal crashes, and 20 were identified 2 fatal crashes for 2013-2015.

During 2012, child restraint usage has reached 94.7% in Puerto Rico, these seats, when used properly, can reduce fatal injury to infants (less than 1 year old) by 71 % and toddlers (1-4 years old) by 54 % in the event of a traffic crash. PRTSC has established permanent fitting stations in Fire Stations, with certified firemen as Child Passenger Safety Technicians (CPST). As a result of daily inspections and checkpoints carried out last year, it was found that 3 out of 4 safety seats are installed incorrectly or the child is not using the proper seat due weight and height requirements. Based on this data, the PRTSC has established that the increase of use of child restraint seats and its correct use are a priority that must be addressed during FY 2018.

### ***Performance Targets***

- To maintain unrestrained passenger vehicle occupant fatalities in all seating positions from the 2015 calendar year of 77 to 77 by December 31, 2018.

- To decrease unrestrained passenger vehicle occupant injury crashes, in all seating positions by 8 percent from the 2015 calendar year of 1,474 to 1,356 by December 31, 2018.
- To increase statewide observed seat belt use of front out board occupants in passenger vehicles .2 percentage points from the 2016 calendar year average usage rate of 93.8 percent to 94.0 percent by December 31, 2018. Increase child restraint use from 94.7% in 2013 to 95% in 2018.
- Increase fitting stations through the establishment of five (5) more stations, from 74 in 2017 to 79 in 2018.
- To certify 40 more technicians, from 147 certified technicians in 2017 to 187 in 2018.
- To participate in the 2018 National Click it or Ticket (CIOT) Mobilization and an additional Seat Belt Mobilization in October 2017.

### ***Projects Strategies***

This program area is guided towards increasing the use of seat belts and child restraint systems as important and effective tools that will save lives in the event of a traffic crash. As it has been demonstrated, the most effective combination to persuade people to buckle-up and use the child restraint systems is strict law enforcement efforts coupled with an intense media campaign. Based on this, the PRTSC conducts two seat belt mobilizations that will include pre- and post- surveys of vehicle occupants in Puerto Rico; these will include strict and sustained enforcement efforts, and the use of earned and paid media to increase prevention among the public, as well as the deterrence effect, and assist in the effectiveness of enforcement efforts. These will be carried out during October 2017 and May 2018.

The Click It or Ticket (CIOT) National Campaign will be held from May 21 to June 3, 2018. PRTSC, as in previous years, will grant funds for overtime hours to State Police and Municipal Police Forces, and will be supported by a media campaign (see Media module). This mobilization will be island wide, during day and night time hours; as statistics show that unrestrained fatalities occurred during these periods. The other mobilization will be held from October 9- 15, 2017, during day and night time hours also. During these mobilizations, HVE and preventive patrol will be increased in order to issue tickets for non-use of seat belt and car seat, with the purpose of creating awareness among all citizens on how these save lives and their use is required by law. As an effective measure, Police funds will be granted through mini-grants.

Selection of Municipal Police Forces that will participate of mobilizations is based mainly on the amount of injury and fatal crashes reported in the municipality. Also, PRTSC considers the overall performance and results in past mobilizations of each individual municipality. Amount of extra hours and budget is proposed by each municipality, which is then evaluated by the coordinator and LELs. In the evaluation process it is concluded if budget and projections proposed are reasonable and achievable.

In addition, the PRTSC will continue to develop and promote permanent fitting stations in conjunction with the Puerto Rico Fire Department and Community Programs, as well as the loaner program. These are considered to be the backbone to increase the proper use of child restraint systems in Puerto Rico.

**Project Title:** Occupant Restraint Coordinator

**Project Description:** A program that involves many government agencies, civic groups and private industry requires coordination at the PRTSC level. The coordinator will work with the OP and DD program. An 85% of personnel costs and fringe benefits will be allocated under this program area. Also, local and stateside travel, equipment, and consultant costs are funded. This strategy is based on NHTSA’s Uniform Guidelines, Guideline # 20, and Chapter I. Program Management.

Occupant Restraint Coordinator						
Project Number	Agency	Amount	Source	Indirect Cost	MOE	Match
18-05-03	PRTSC	\$54,000	402OP	0	0	\$20,000
<b>Total Budget</b>		<b>\$54,000</b>				

**Project Title:** CPST Training

**Project Description:** Activities under this project include training of additional CPST’s and funding for training equipment, training materials, travel, per diem, lodging, and other related costs. CPST’s participate in publicized inspection checkpoints and provide supplies and equipment to conduct the checkpoints. Purchase of child restraint seats for checkpoints, fitting stations and community programs will be funded 5% with 405b funds, to be distributed through PRTSC’s loaning programs. This strategy is based on Countermeasures that Work 2015, Chapter 2, Seat Belt and Child Restraint, Section 7.2 Page 2-31 & 2-32 Programs to make child seats available at low cost.

CPST Training						
Project Number	Agency	Amount	Source	Indirect Cost	MOE	Match
18-05-27	PRTSC	\$48,000	405b	0	0	0
<b>Total Budget</b>		<b>\$48,000</b>				

**Project Title:** Occupant Protection Observational Survey

**Project Description:** A consultant will be contracted to conduct the observational surveys for the enforcement crackdowns. Knowledge and attitude surveys will be conducted to measure

the effectiveness of campaigns, especially paid media, and help plan future campaigns. This strategy is based on Countermeasures that Work 2015, Chapter 2, Seat Belt and Child Restraint Section 3.1, Communications and Outreach Supporting Enforcement.

It will also include Attitude Surveys to identify which strategies were effective and areas where it will be necessary to improve or refine plans for future campaigns.

CPST Training						
Project Number	Agency	Amount	Source	Indirect Cost	MOE	Match
18-05-29	PRTSC	\$83,000	405b	0	0	0
<b>Total Budget</b>		<b>\$83,000</b>				

**Project Title:** Rollover Simulator

**Project Description:** The principal use of the Rollover Simulator is to educate the public about the beneficial use of seat belts even in a low-speed collision. The simulator is a very effective tool for safety presentations at schools, business, fairs, community events, driver's education programs and other events. Crash dummies demonstrate the surprising amount of force generated in a low-speed collision, giving people a first-hand look at the benefits a seat belt provides.

Rollover Simulator						
Project Number	Agency	Amount	Source	Indirect Cost	MOE	Match
18-05-XX	PR Police Department	\$90,000	405b	0	\$250,000	\$500,000
<b>Total Budget</b>		<b>\$90,000</b>				

**Project Title:** Puerto Rico Fire Department Fitting Stations; Car Seat Installation Inspections for Communities and Education on Children Passenger Safety.

**Project Description:** As part of the strategies to increase the proper use of child restraint systems, the PRTSC will fund projects to provide child safety seat inspections and child passenger safety education in conjunction with the Puerto Rico Fire Department through the operations of fitting stations or community outreach activities. Funding source will pay for purchase of child restraint seats, equipment rental for inspections and/or clinics, materials and maintenance for the vehicles needed to carry equipment (seats) for clinics or distribution. This

strategy is based on Countermeasures that Work-2015, Chapter 2, Seat Belt and Child Restraint, Section 7.2 Page 2-31 & 2-32 Programs to make child seats available at low cost.

PR Fire Department						
Project Number	Agency	Amount	Source	Indirect Cost	MOE	Match
18-05-39	PR Fire Department	\$20,000	405b	0	\$200,000	TBD
<b>Total Budget</b>		<b>\$20,000</b>				

**Project Title:** Seat Belt Enforcement – Mobilization Overtime

**Project Description:** Enforcement efforts will be conducted on a sustained basis throughout the year and also concentrated during mobilizations such as the national crackdown The Click It or Ticket. The CIOT campaign will be conducted from May 21 @ June 3, 2017 and also Seat Belt Enforcement Mobilization from October 9-15, 2017 to increase seat belt use and educate the public on the importance of enforcing the seat belt laws as a tool to decrease traffic injuries and fatalities is emphasized to law enforcement partners at every opportunity. Funds will be provided to State and municipal law enforcement agencies to implement seat belt saturation and/or tactical overtime patrols. Funding is provided to top performing municipalities decreasing unbelted crashes depends upon identifying high crash locations and planning and implementing interventions and countermeasures to address the problem.

This strategy is based on Countermeasures that Work 2015, Chapter 2, Seat Belt and Child Restraint, Sections 2, 2.1 Page 2-13 & 2-14 Short-Term, High-Visibility Seat Belt Law Enforcement; Section 2.2 Page 2-15 & 2-16 Combined Enforcement, Seat Belt and Alcohol Enforcement Nighttime; and Section 5.1 Page 2-24 & 2-25 Short-Term High- Visibility Child Restraint/Booster Law Enforcement, PRTSC typically includes child restraint and booster seat use and enforcement as a part of their *Click it or Ticket* campaign.

Seat Belt Enforcement – Mobilization Overtime						
Project Number	Agency	Amount	Source	Indirect Cost	MOE	Match
18-05-50	State Police	\$400,000	405b	0	\$2,500,000	\$3,500,000
18-05-XX	Municipal Police	\$212,000	405b	0	\$500,000	TBD
<b>Total Budget</b>		<b>\$612,000</b>				



## **COMMUNITY PROGRAMS**

### ***Program Overview***

As an effort to address traffic crash fatalities and injuries during all year round, PRTSC seeks for representation through the establishment of Community Traffic Safety Programs (CTSPs) island wide. CTSPs are established and managed at the municipal level with the sole purpose of targeting road users most at-risk of being injured or killed in a traffic crash. Programs carry out different strategies that target PRTSC's program areas of Impaired Driving, Youth Alcohol, Occupant and Non-Occupant Protection, Distracted Driving, Motorcyclist Safety and Hazzard Mitigation.

PRTSC has been relying with the efforts of Community Traffic Safety Programs (CTSPs) since 1989. These programs conduct community-based traffic crash prevention, education and outreach efforts using firsthand knowledge of their areas, targeting specific high-risk group(s) at venues and events. Programs have also played a critical role, acting as a direct link between PRTSC and their communities, local leaders, civic groups, non-profit organizations and local police forces.

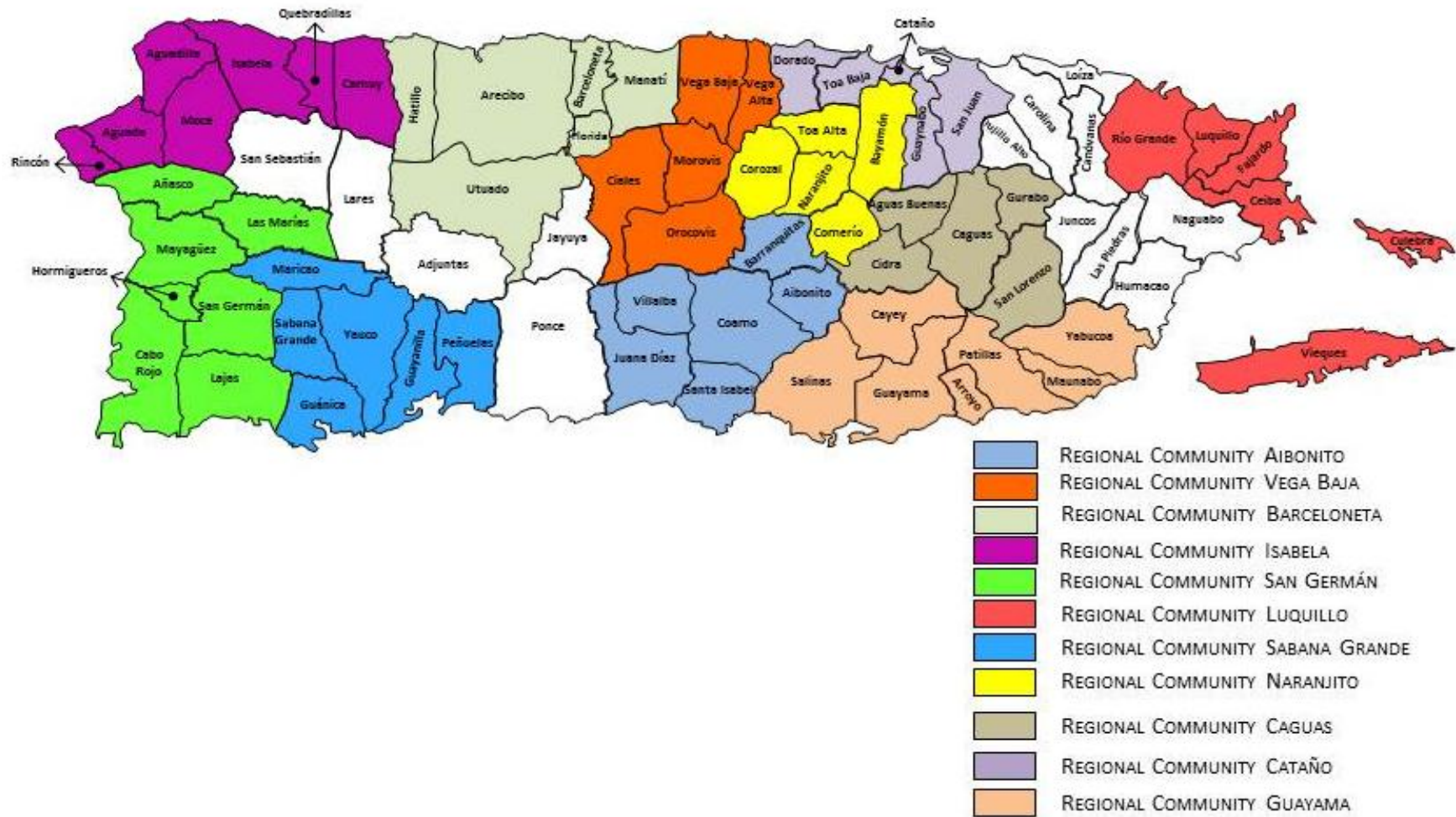
As in other states, Community Programs coordinate enforcement efforts, enlist community leaders, offer traffic safety conferences in schools, industry community/civic groups and others, prepare and distribute educational materials, administer loaner programs and actively participate in activities organized by the PRTSC. CSTP's have demonstrated they play a key role when the time comes to mobilize police and other resources to participate in national "campaigns" and "crackdowns".

CTSP's work very closely with the PRTSC, they meet quarterly as a group to receive information from the PRTSC on upcoming campaigns, activities and plans and report progress. The CTSP directors also coordinate training for municipal police, child restraint clinics and other activities that involve the PRTSC and other CTSP's. All activities will be established and coordinated through the identification of problem areas by each individual program through data analysis of fatalities, and fatal and injury crashes.

Historically, PRTSC has established CTSP's in over thirty (30) municipalities throughout the island. The projection for FY 2017 is for the establishment of ten (10) programs directly serving 60 municipalities which altogether comprise 53% of island's population. These programs will continue to support and work together with PRTSC to build new attitudes among citizens.

The following table lists projection of all CTSP's for FY2018 with their assigned municipalities, and data regarding their populations, fatalities and injury crashes.

# Community Traffic Safety Programs (CTSP's)



REGIONAL COMMUNITY PROGRAM	MUNICIPALITIES TO BE SERVED	POPULATION (Census 2010)	TOTAL FATALITIES 2013-2015	PERCENTAGE	TOTAL INJURY CRASHES 2013-2015	PERCENTAGE
AIBONITO	Aibonito, Barranquitas, Coamo, Juana Díaz, Santa Isabel, Villalba	196,824	48	5%	3,869	6%
BARCELONETA	Arecibo, Barceloneta, Florida, Hatillo, Manatí, Utuado	253,151	74	8%	4,503	7%
CATAÑO	Cataño, Dorado, Guaynabo, San Juan, Toa Baja	649,164	179	20%	12,248	19%
CAGUAS	Caguas, Aguas Buenas, Cidra, Gurabo, San Lorenzo	301,459	82	9%	6,893	11%
GUAYAMA	Arroyo, Cayey, Guayama, Maunabo, Patillas, Salinas, Yabucoa	213,577	65	7%	4,049	6%
ISABELA	Aguada, Aguadilla, Camuy, Isabela, Moca, Quebradillas, Rincón	264,926	86	10%	6,316	10%
LUQUILLO	Ceiba, Culebra, Fajardo, Luquillo, Rio Grande, Vieques	136,115	43	5%	2,071	3%
NARANJITO	Bayamón, Comerío, Corozal, Naranjito, Toa Alta	370,504	74	8%	4,402	7%
SABANA GRANDE	Guánica, Guayanilla, Maricao, Peñuelas, Sabana Grande, Yauco	138,874	43	8%	2,009	3%
SAN GERMAN	Añasco, Cabo Rojo, Hormigueros, Lajas, Las Marías, Mayagüez, San Germán	282,372	71	8%	4,645	7%
VEGA BAJA	Ciales, Morovis, Orocovis, Vega Alta, Vega Baja,	174,428	45	5%	1,958	3%
<b>TOTAL</b>		<b>2,981,394</b>	<b>810</b>	<b>91%</b>	<b>46,070</b>	<b>84%</b>

With the objective of promoting the importance of traffic safety among children between the ages of 7-10 years and learning correct habits that they will apply through their adulthood, PESET will continue to provide traffic safety education and experiences as driver, pedestrian and cyclist. This will be done first in a classroom environment and then in the park's replica of typical Puerto Rican Town roads.

This park will also serve as a child safety seat fitting and distribution station as it counts with two certified safety seat technicians.

During FY 2018, Community Traffic Safety Programs and the Traffic Safety Education Park will continue their efforts to provide traffic safety education and materials to the communities they serve, and promote correct actions, skills and safety awareness in all matters related to traffic. Some of their primary focuses will be to:

Increase compliance of child restraint, and decrease its misuse:

- Programs will serve as child passenger safety (CPS) inspection stations, sometimes called “fitting stations” are places or events where parents and caregivers can receive this assistance from certified CPS technicians. This is based on the Countermeasures that Work 2015, Chapter 2. Seat Belts and Child Restraints, section 7.2 Inspection Stations.

Promote and educate on pedestrian behaviors:

- Help pedestrians learn to make better crossing decisions, which may reduce the incidence of crossing-related injuries and fatalities. Previous studies have indicated that human error, such as poor judgment in gauging the speed and/or distance of oncoming traffic, underlies a significant portion of roadway collisions. This is based on Countermeasures that Work 2015, Chapter 8. Pedestrians, section 4.6 Pedestrian Gap Acceptance Training.

Promote and educate older drivers:

- Offer educational material for older drivers to inform them of driving risks, help them assess their driving knowledge and capabilities, suggest methods to adapt to and compensate for changing capabilities, and guide them in restricting their driving in more risky situations. This is based on Countermeasures that Work 2015, Chapter 7. Older Drivers, section 1.2 General Communications and Education.

Promote and educate children as pedestrians and the rules and regulations associated with the use of bicycles on roadways:

- Community Programs will serve as elementary school pedestrian training programs that will equip school-age children with knowledge and practice to enable them to walk safely in environments with traffic and other safety hazards. This is based on Countermeasures that Work 2015, Chapter 8. Pedestrians, section 2.1 Elementary-Age Children Pedestrian Training.
- Provide traffic law training to children outside of school settings such as through parks and recreation departments, community centers or churches. This is based on

Countermeasures that Work 2015, Chapter 9. Bicycles, section 1.3 Bicycle Safety Education for Children.

Among priorities identified by PRTSC are:

- To strengthen partnerships with traffic safety stakeholders and to promote more conjoined efforts toward non-occupant safety education.
- To develop more educational campaigns focusing on non-occupant riskier groups.
- To create awareness among all citizens regarding non-occupant traffic safety issues.
- To increase the number of PESET Park visitors (children) by promoting its services among schools, summer camps, communities and organizations.

Visitors	FY 2014	FY 2015	FY 2016
Children	4,927	4,131	5,253
Adults	1,421	1,314	501
Safety Seat Inspections	--	57	42
<b>Total</b>	<b>6,348</b>	<b>5,445</b>	<b>5,724</b>

### ***Performance Targets***

- To decrease traffic fatalities percent from the average in 2012-2016 of 321 to 278 for 2014-2018.
- To decrease serious traffic injuries percent from the average in 2012-2016 of 4,347 to 3,883 for 2014-2018.
- Increase the total number of people impacted by CTSP'S's in 5.5% from 108,732 in 2016 to 115,000 in 2018.
- Increase the number of visitors to the PESET Park in 5% from 5,724 in 2015 to 6,025 in 2018.

### ***Projects Strategies***

**Project Title:** Community Traffic Safety Programs

**Project Description:** Community Programs are an essential and a necessary resource to combat traffic safety problems. They work directly with the communities, citizens, and NGO's, schools, and law and order agencies. In addition, they have direct communication with mayors and other government officials, such as senators and legislators, of each municipality they cover.

These programs provide education through orientations for occupant protection (seatbelt, child restrained, and distracted driving) and non-occupant (pedestrians, cyclists and horse riders). Also, youth alcohol consumption, alcohol- related, drunk driving and motorcycle safety, are

areas of discussion during orientations. These workshops and educational conferences are targeted at children, teenagers, adults and seniors.

CTSP personnel also provide assistance to municipalities when their local law enforcement agencies participate of the different mobilizations scheduled by the PRTSC. They serve as a direct contact with the municipality in cases on which PRTSC personnel isn't able to reach different areas within the municipality, such as Finance Office, Mayor's Office or Municipal Superintendent. In addition, CTSP personnel have been present in alcohol checkpoints distributing our traffic safety educational material.

The participation of municipal police forces is crucial in carrying out effective and successful mobilizations. CTSP personnel can alleviate in some manner administrative tasks that need to take place before, during and after mobilizations. These tasks might sometimes be overwhelming for the municipal police do the understaffing some of these are experiencing and that might deter them from participating.

These CTSP's will also work as child seat fitting stations aiding local Fire Stations in this important task directed towards child safety. Multiple child restrained checkpoints will be conducted through the year.

Community Programs identify traffic safety training necessities and collaborate in coordinating different trainings for municipal police officers in areas such as like Emergency Medical Services, law enforcement, etc.

Because they are established in the middle of the municipalities they will attend, they have direct knowledge/access or can easily identify many of the traffic safety necessities of its communities.

CTSP's also provide assistance to municipalities in identifying road safety hazards and areas prone to crashes and fatalities. Programs coordinate with PRTSC's Impact Team to evaluate these potential traffic safety hazards such as signage, pavement marking, road audits and recommendations.

Community Programs funding include personnel costs for no more than two administrator/coordinator, office and educational materials, rent, purchase and maintenance of equipment and vehicles, out-of-state and local travel costs training, and other related costs.

Community Programs						
Project Number	Agency	Amount	Source	Indirect Cost	MOE	Match
18-06-XX	Municipality of Aibonito	\$60,000.00	402 Share to local	0	0	TBD
18-06-15	Municipality of Barceloneta	\$79,000.00	402 Share to local	0	0	TBD
18-06-XX	Municipality of Cataño	\$80,000.00	402 Share to local	0	0	TBD
18-06-11	Municipality of Guayama	\$90,000.00	402 Share to local	0	0	TBD
18-06-21	Municipality of Isabela	\$68,000.00	402 Share to local	0	0	TBD
18-06-04	Municipality of Luquillo	\$60,000.00	402 Share to local	0	0	TBD
18-06-29	Municipality of Naranjito	\$60,000.00	402 Share to local	0	0	TBD
18-06-XX	Municipality of Caguas	\$80,000.00	402 Share to local	0	0	TBD
18-06-22	Municipality of Sabana Grande	\$90,000.00	402 Share to local	0	0	TBD
18-06-28	Municipality of San Germán	\$70,000.00	402 Share to local	0	0	TBD
18-06-18	Municipality of Vega Baja	\$60,000.00	402 Share to local	0	0	TBD
<b>Total Budget</b>		<b>\$797,000</b>				

**Project Title:** Traffic Safety Education Park (PESET)

**Project Description:** In order to keep educating and forming young children in traffic safety issues, the Traffic Safety Education Park (PESET) in Arecibo provides classroom education and experience as a driver, pedestrian and cyclist to 7 to 10 year old boys and girls on a replica of a typical Puerto Rican town and its roads. Providing and promoting correct actions based on education, allows children to have skills and safety awareness on all matters related to traffic.

Reservations to attend the park are made by school teachers and camp counselors around the island. As part of the strategies to increase the proper use of child restraint systems, the PRTSC will also fund PESET as a permanent fitting station. Personnel costs for a director, educators/child seat inspector and administrative staff, materials, office supplies, equipment, local travel, and per diem will be funded.

This strategy is based on Countermeasures that Work 2015, Chapter 8 Pedestrians Section 2–2.1 Elementary-age Child Pedestrian Training pages 8-18, 8-19, 8-20 and 8-21, Chapter 9 Section 1–1.3 Bicycle Education for children pages 9-16, 9-17 and 9-18., and Chapter 2, Seat Belt and Child Restraint Section 7..2 Page 2-31 & 2-32 Programs to make child seats available at low cost.

Traffic Safety Education Park (PESET)						
Project Number	Agency	Amount	Source	Indirect Cost	MOE	Match
18-06-50	PRTSC	\$350,000	402 Share to local	0	0	\$240,000
<b>Total Budget</b>		<b>\$350,000</b>				

**Project Title:** Community Programs Coordinator

**Project Description:** Project proposes to have a person acting as a CP Coordinator in charge of ensuring that community program activities are implemented as proposed and establish procedures for a systematic management of projects under the CP module. The coordinator will work with the CP and PS programs. A 70% of personnel costs and fringe benefits will be allocated under this program area. Also, local and stateside travel is funded.

Community Programs Coordinator						
Project Number	Agency	Amount	Source	Indirect Cost	MOE	Match
18-06-XX	PRTSC	\$37,800	402CP	0	0	0
<b>Total Budget</b>		<b>\$27,000</b>				



## **TRAFFIC RECORDS**

### ***Program Overview***

The Puerto Rico Traffic Records Systems made up of six core data systems; is critical to the traffic safety community for the identification of priorities for state and local highway safety programs. The safety data systems are important for evaluating the effectiveness of improvements being made, promoting information sharing, monitoring trends, incident reports, persons injured or killed, property damages, and other outcomes of impact.

### **Traffic Records Coordinating Committee Members:**

#### **State agencies:**

- Administration of Courts
- Association of Joint Subscription
- Automobile Accident Compensation Administration
- Department of Health
- Department of Justice
- Department of Transportation
- Emergency Medical System
- Highway and Transportation Authority
- Municipal Police
- Public Service Commission
- State Police
- University of Puerto Rico, Research Center

#### **Federal agencies:**

- Federal Highway Administration
- Federal Motor Carrier Safety Administration

The traffic safety information system plays a major part in identifying optional countermeasure implementation through problem identification. Once the countermeasure type is identified, further analysis is applied to design optional tactical approaches to implement these countermeasures by specifying the locations and other demographic characteristics that are most effective in saving lives and reducing injury and property damage only.

Electronic data of motor vehicle crashes is a top priority for improving the Commonwealth's Traffic Record Systems. As recommended during the 2016 Traffic Records Assessment, the Puerto Rico's Traffic Records Coordinating Committee is developing efforts towards seeking improvements in implementing an electronic crash report.

During 2016, it was conduct Puerto Rico Traffic Records Assessment Process to evaluate a traffic records system includes the collection, management, and analysis of data within six core State data systems: crash, driver, vehicle, roadway, citation and adjudication, and injury

surveillance, as well as data integration, strategic planning, and State traffic records coordinating committee management.

Among other recommendations during the 2016 Assessment, the Committee members have adopted the following:

1. Development of an online analysis tool to provide flexibility and share data so they can be analyzed by project proponents.
2. Develop a public-use version of crash data through the PRTSC Web Page.
3. Representation of staff of the Department of Health.
4. Representation of staff of the Municipal Police.
5. Include in the meetings' agenda progress report systems, using the Model Performance Measures for State Traffic Records Systems as a guide.
6. Develop the Highway Safety Plan for Puerto Rico Traffic Safety Commission in coordination and collaboration with the Puerto Rico Highway and Transportation Authority, thus creating the Strategic Safety Plan.
7. Identify any or all information on DWI processing and convictions to assure that procedures will be established to acquire DWI convictions to be posted in the driver's file.

***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 targets as its Plan. However, in order to be specific, as HSP requires, targets have been presented more detailed than SHSP, but essentially are the same.

### ***Strategies***

- To fund activities such as contracting seven employees for traffic crashes data entry that will improve all crashes data availability from 389 days to 100 days by the end of 2018.
- 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. Implement the curriculum of that form and training the transit officers.
- To provide training for law enforcement and traffic safety agencies on complete and accurate traffic data collection and SAFETY/CARE database during 2018.
- To provide stakeholders (TRCC members) with direct access to traffic records data, like SAFETY Web and CARE Desktop Version by the end of 2018 and promote drunk drivers and repeat offender's data availability.
- To enhance the analytical capacity of the database of the Analysis Accident Office to include a geo-location tool for crashes, codes of segments and allow scanning documents (PPR-93, property damages documents) by the end of FY2018.

- To complete Phase 1 of the MIRE FDE Action Plan 2017 by June 2018. This Phase include all the steps to complete the MIRE FDE database.
- To start the data gathering process of the MIRE FDE by July 2018. This will include the previous procurement processes.

### ***Performance Targets***

- To collect digital data from the Police Accident Report (PAR) by the end of the calendar year, from 0% in 2015 to 25% in 2018.
- To increase Project SAFETY/CARE access, from 184 users in 2017 to 225 in 2018.
- To reduce the time between crash and data availability in the Accidents Analysis Office (DOT), from 389 days in 2016 to 310 in 2018.
- To complete the MIRE FDE database by June 2018. This will include the list of roadway segments, intersections, and ramps to be included in the database and the spaces to be filled within the data gathering process (Phase 2).
- To start the data gathering process of the MIRE FDE and achieve, at least, fifteen percent (15%) of the MIRE FDE by September 2018.

### ***Projects Strategies***

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

**Project Title:** Traffic Records Coordinator

**Project Description:** TR Coordinator will continue representing the interests of PRTSC, agencies and stakeholders within the highway and traffic safety community. TR Coordinator will be responsible for reviewing and evaluating new technologies to 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 minutes, 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, accurate, complete, uniform, integrated and accessible way. Strategy is based on NHTSA’s Uniform Guidelines, Guideline #10 – Traffic Records, and Chapter IV-Managing Traffic Records.

Traffic Records Coordinator						
Project Number	Agency	Amount	Source	Indirect Cost	MOE	Match
18-07-01	PRTSC	\$110,000	Map21-405c	0	0	0
<b>Total Budget</b>		<b>\$110,000</b>				

**Project Title:** Analysis and Compilation of Traffic Crashes 2018

**Project Description:** Funds will be provided to contract 15 employees to work in the Accident Analyses Office of the Department of Transportation to Public Works. The employees will be working in the following areas: debugging, zoning, coding, and data entry. Data entry will be performed using the current procedure and cases for year 2017 will be entered. An input case per year is estimated at 205,000 (injuries, fatalities and damage property). The data entered into the system will be delivered to Dr. Hector M. Colón, Project Manager, and Implementation of SAFETY/CARE Crash Data System to PR that in turn is sent to Alabama and become part of the SAFETY/CARE tool for analysis purposes.

Analysis and Compilation of Traffic Crashes 2018						
Project Number	Agency	Amount	Source	Indirect Cost	MOE	Match
18-07-10	DTOP	\$369,681	Map21-405c	0	\$170,000	\$92,000
<b>Total Budget</b>		<b>\$369,681</b>				

**Project Title:** Implementation of SAFETY/CARE System to Puerto Rico Crash Data 6

**Project Description:** Funds will be provided to: address the limitations during the next years by continuing to develop the functionality of SAFETY/CARE as an analytical tool and to provide support and assistance to users of the SAFETY/CARE toolkit.

Project will continue collaborating with the overall goal of continuing to broaden access to Puerto Rico crash data through the SAFETY/CARE toolkit by updating the crash databases integrating health and socio-demographic data, adding functionality to the analytic tools, increasing the number of users of the data, and providing training and technical assistance to SAFETY/CARE users.

This goal will be accomplished through the following nine specific objectives: 1) To develop and implement quality control procedures to identify errors in the Police crash reports and provide

structured feedback to the Police; 2) To develop and implement quality procedures to identify errors in the road network base map used to geolocate crashes and to correct the errors; 3) To develop and implement formal agreements and procedures to communicate periodically to the Police additions and modifications to the crash report to increase compliance with the MMUCC standards and other local requirements; 4) At least 95% of 2016 road injury insurance claims, and 95% of 2016 automobile repair insurance claims will have been match-tested to the crash events by September 30, 2018; 5) All 2017 crash data and 2016 FARS data will be uploaded to the SAFETY portal; 6) 40 additional users will be provided access to the new SAFETY portal and at least 20 new users will be trained in the use of the SAFETY portal by September 30, 2018; 7) At least 30 requests of technical assistance in the use of the SAFETY tool will be received and of these requests at least 28 will be addressed by September 30, 2018 and at least 50 requests of small portal modifications and problem issues will be received and of these 90% will be addressed in 14 days or less by September 30, 2018; 8) To develop and deploy new functionality in the CARE desktop tool to provide the user additional criteria with which to build hotspot operational definitions; 9) To enable special petitions of data files with new calculated variables.

#### SAFETY/CARE System to Puerto Rico Crash Data 6

Project Number	Agency	Amount	Source	Indirect Cost	MOE	Match
18-07-13	UPR-CIES	\$489,301	Map21-405c	\$82,000	0	\$52,100
<b>Total Budget</b>		<b>\$489,301</b>				

**Project Title:** Model Inventory of Roadway Elements (MIRE)

**Project Description:** Develop the list of roadway segments, intersections, and ramps to be included in the MIRE FDE database, including GIS & MIRE FDE data gathering

**Phase 1: Develop the list of roadway segments, intersections, and ramps to be included in the MIRE FDE database, including GIS** – Since Puerto Rico has certified more than 28,000 kilometers of public roads open to traffic (23 CFR 460.2c) in year 2016, it becomes necessary to define where Puerto Rico is focusing the resources to gather the MIRE FDE.

An out source or private consultant will be contracted to develop the spreadsheet of roadway segments, ramps, and intersections where MIRE FDE will be obtained.

- Task 1. Contracting a firm to develop the MIRE FDE database with the list of roadway segments, ramps, and intersections.
- Task 2. Develop a Request for Proposal (RFP) for Phase 2.

**Phase 2: MIRE FDE data gathering** – Consultants will be contracted to simultaneously collect MIRE FDE along roadway segments, intersections, and ramps identified in Phase 1. These

roadway kilometers, intersections, and ramps will be distributed evenly between various contractors to fasten the data collection process. To enhance production and quality control, each contractor will work along entire road lengths, including corresponding intersections and ramps. This process will be repeated in Phase 3 to keep data updated as established in the federal regulations.

- Task 3. Perform the procurement process, from the bidding to the contracting processes.
- Task 4. Gather the MIRE FDE for all the roadway segments, intersections, and ramps defined by the Puerto Rico criteria (Table 3).
- Task 5. Contract management and support.

<b>Model Inventory of Roadway Elements (MIRE)</b>						
<b>Project Number</b>	<b>Agency</b>	<b>Amount</b>	<b>Source</b>	<b>Indirect Cost</b>	<b>MOE</b>	<b>Match</b>
18-07-XX	PRHTA/PRHTA	\$600,000	Map21-405c	0	0	TBD
<b>Total Budget</b>		<b>\$600,000</b>				

## NON-OCCUPANT PROTECTION

### *Program Overview – Pedestrian*

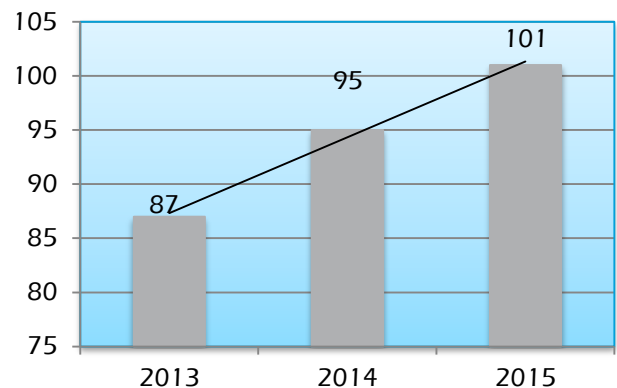
During the period of 2013-2015, Puerto Rico reported a total of 283 pedestrian fatalities. These fatalities comprise 30% of total 957 traffic crash fatalities.

### *Pedestrian Fatalities & Injury Crashes*

Analyzing pedestrian fatalities profile characteristics for the three-year period of 2013-2015:

- Most pedestrian fatalities are among age group 63+, this group accounted for 31% of total.
- 78% of pedestrian fatalities were male and 22% were female.
- Great majority of pedestrian fatalities occur between the hours of 6:00pm and 11:59pm, accounting for 49% of total.
- Weekend days – Friday, Saturday and Sunday- account for most pedestrian fatalities, comprising a total of 58% of total.

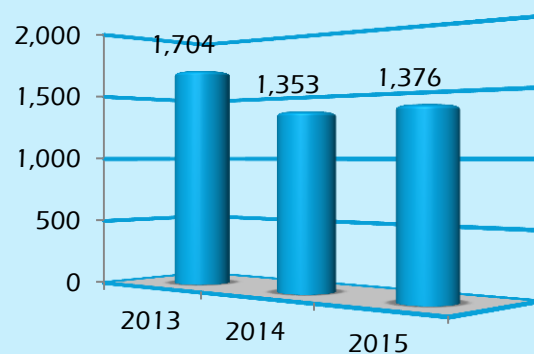
Pedestrian Fatalities  
Years 2013-2015



According to SAFETY/CARE when analyzing pedestrian injury crashes profile characteristics for the three-year period 2013-2015, we found:

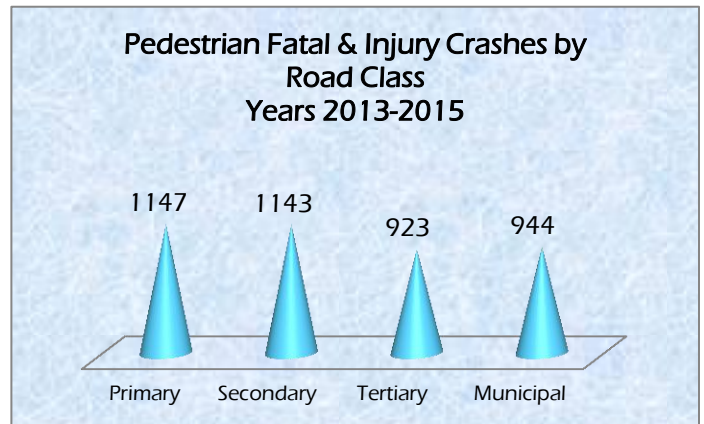
- Most pedestrian injury crashes are among unknown, with 20% of total, followed by the group of 25-36 years with a 19%.
- Most pedestrian injury crashes took place between the hours of 6:00pm and 11:59pm, accounting for 32% of total.
- Most pedestrian injury crashes took place on weekdays, Monday through Thursday, respectively accounting for 56% of the total.
- 38% of pedestrian's injury crashes occurred in Municipalities of San Juan, Bayamón, Ponce, Caguas, and Mayaguez.

Pedestrian Injury Crashes  
Years 2013-2015



Analysis of data of pedestrian fatal & injury crashes for 2013-2015 by road classification illustrates:

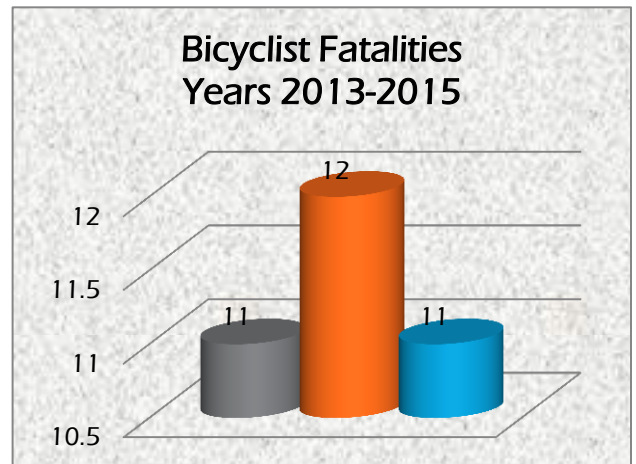
- Most of these crashes occurring among roads classified as primary and secondary, with a total of 2,290.



### ***Program Overview - Bicyclists***

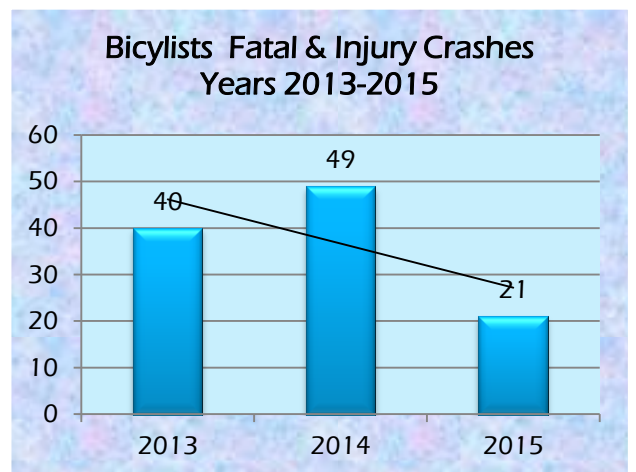
When analyzing cyclist fatalities profile characteristics for the three-year average, 2013-2015, we found:

- The 34 bicyclist deaths accounted for 4 percent of all traffic fatalities.
- The 94% bicyclists killed were men.
- The highest risk age group was 50-62 years with 26%, followed by the 63+ year's age group with 23%.
- 74% of cyclist fatalities occurred between Thursday and Sunday.
- The highest total percent (47%) of bicyclist deaths occurred between the hours of 6:00pm and 11:59pm, followed by 12:00pm – 5:59pm, with 26%.



When analyzing bicyclist fatal & injury crashes profile characteristics for the three-year period, 2013-2015, we found:

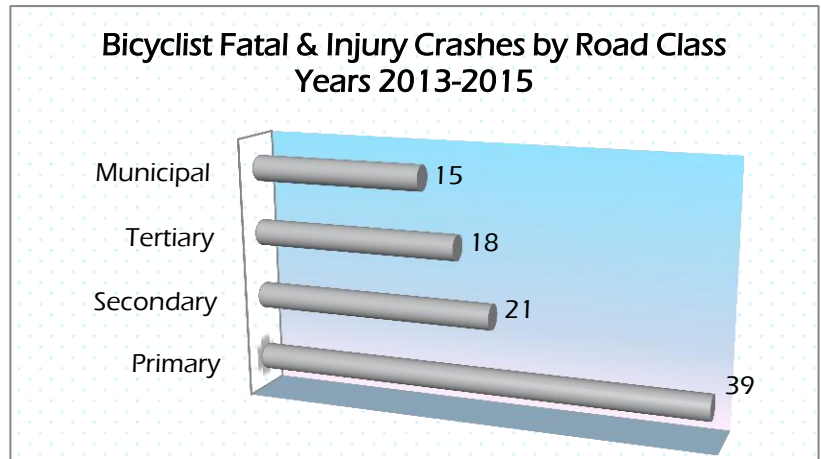
- Most bicyclist fatal & injury crashes took place between the hours of 12:00 noon and 5:59 p.m., with 44%.
- Weekdays: Tuesday with 23%, and Thursday & Friday with 15%





Analysis of data of bicyclist fatal and injury crashes for 2013-2015 by road classification illustrates:

- Most of these crashes occurring among roads classified as primary and secondary, with a total of 60.



Analysis of the total of 110 bicyclist fatal and injury crashes reported during 2013-2015 by municipality illustrates the following:

- San Juan reported a total of 21 fatal & injury crashes, comprising 19%.
- Bayamón present the second municipality with most fatal & injury crashes with a total of 13, comprising 12%.
- Mayaguez is third position with most fatal & injury crashes with 5, comprising 5%.
- Caguas and Carolina are fourth & fifth position with most fatal & injury crashes with 4 percent.

Distribution of Non-Occupant Fatalities by Type and Year							
Year	Total Fatalities	Total Fatalities Non-Occupant		Non-Occupant by Category			
				Pedestrians		Bicyclist	
		Fatal	Percent	Fatal	Percent	Fatal	Percent
2013	344	98	28%	87	25%	11	3%
2014	304	107	35%	95	31%	12	4%
2015	309	112	36%	101	33%	11	4%
<b>Total</b>	<b>957</b>	<b>317</b>	<b>33%</b>	<b>283</b>	<b>30%</b>	<b>34</b>	<b>4%</b>

Among priorities identified by PRTSC are:

- Increase awareness and understanding of safety issues related to Vulnerable Road Users.
- Increase compliance with traffic laws and regulations related to pedestrians and bicycle safety through education and enforcement.

- Develop and use a systematic approach to identify locations and behaviors prone to pedestrian and bicycle crashes and implement multidisciplinary countermeasures.
- Encourage adequate funding levels for effective pedestrian and bicycle safety programs and initiatives.
- Encourage the implementation of the statewide pedestrian safety public education “Peatón Responsable” campaign.
- Encourage the implementation of the statewide cyclist’s safety public education “En 3 pies cabe mucha vida” campaign.
- Increase compliance with traffic laws and regulations related to pedestrians and bicyclists safety through Law 22, Vehicle and Traffic Law of Puerto Rico, Section 9-Duties of Pedestrians and Drivers and Section 11-Cyclist Bill of Rights and Duties of Driver.
- Participate, coordinate, and support planning, creation and implementation of the *Strategic Traffic Safety Plan, Compressive Bicycle and Pedestrian Plan* and *Complete Street Plan* of Puerto Rico.

### ***Performance Targets***

- To reduce pedestrian fatalities 12 percent from the 2015 calendar year of 101 to 88 by December 31, 2018.
- To reduce pedestrian injury crashes by 7 percent from the 2015 calendar year of 1,376 to 1,275 by December 31, 2018.
- To reduce bicyclist fatalities 27 percent from the 2015 calendar year of 11 to 8 by December 31, 2018.
- To reduce bicyclist fatal and injury crashes by 14 percent from 2015 calendar year of 21 to 18 by December 31, 2018.

### ***Projects Strategies***

The Coordinator will continue to target the reduction of fatalities and injuries of pedestrians and cyclists by promoting conditions for safe and effective travel by foot and bicycle in PR. Promote state and local approaches to addressing pedestrians and cyclist’s safety issues by bringing together partners for a variety of disciplines and perspectives to review the data, serves as an advocate while promoting bicycle and pedestrian projects, programs, and policies. Coordinates bikeway and pedestrian activities, and serves as primary contact in developing partnerships with various governmental and nongovernmental organizations, and other stakeholders. Review projects for compliance plans for non-motorized transportation. Reviews and recommends policies and programs. Prepares and distributes educational information and promotional activities to the public. Assist in the planning of designs related to bicycle and pedestrian facilities that requires bicycle and pedestrian information. Prepares and delivers reports and speeches to further objectives by keeping in contact with organizations as well as the general public. Utilizes principles of community development for walk able, livable and complete streets to assess and evaluate conditions and levels of bicycling and walking.

Researches and applies for available grant funds focused on promoting and improving safety for pedestrian and bicyclist commuters. Refers to existing federal, state and local policies to identify, advocate, and implement bicycle and pedestrian friendly policies and programs. Collaborate to design promotional materials with the communications area, training and public education programs to be used to communicate the benefits of non-motorized travel.

**Project Title:** Non-Occupant Coordinator

**Project Description:** The coordinator is a vital position to timely address information requests, support activities and conduct necessary research, which will increase the effectiveness of the pedestrian and bicycle safety program. This will, in turn, assist in the overall reduction of pedestrian and bicycle fatalities and injury crashes.

Support programs and campaigns that promote pedestrian and biking safety, participate in meetings, educational activities, and events focused in community outreach and awareness especially among adults and older people. Participation in cyclist events will be included in educational and awareness events to provide information of Cyclist Bill of Rights, proper gear and share the road. Pedestrian and cyclist safety school zone topics will be addressed in educational activities, mainly in elementary school and preschools. The coordinator will work with the CP and PS programs. A 30% of salary, fringe benefits, local and outside travel expenses, supplies, and equipment will be funded. Strategy is based on NHTSA’s Uniform Guidelines, Guideline #14 – Pedestrian and Bicycle Safety.

Non-Occupant Coordinator						
Project Number	Agency	Amount	Source	Indirect Cost	MOE	Match
18-08-01	PRTSC	\$16,200	402PS	0	0	0
<b>Total Budget</b>		<b>\$16,200</b>				

**Project Title:** Pedestrian & Bicycle Safety Education Programs

**Project Description:** Elderly Affairs Office and Community-based organizations that provide educational programs that focus on pedestrian safety or bicycle safety or include activities addressing both pedestrians and bicyclists will be considered for funding under this project. Pedestrian and bicycle safety education programs may focus on high risk population 50+ age and may be education through senior citizen centers, community centers, hospitals and other agencies and organizations. State agencies and community organizations are eligible for funding under this project.

**Pedestrian & Bicycle Safety Education Programs**

<b>Project Number</b>	<b>Agency</b>	<b>Amount</b>	<b>Source</b>	<b>Indirect Cost</b>	<b>MOE</b>	<b>Match</b>
18-08-XX	OPPEA	\$49,000	405h	0	0	TBD
18-08-XX	AARP	\$49,000	405h	0	0	TBD
<b>Total Budget</b>		<b>\$98,000</b>				

# TRAFFIC ENGINEERING

## *Program Overview*

Puerto Rico Traffic Safety Commission (PRTSC) strives to achieve and maintain a safe and efficient traffic system for drivers, cyclists, pedestrians, motorcyclists, among others. PRTSC examine and identifies traffic problems and implements programs to reduce fatalities, injuries and property damages caused by traffic crashes. The field of traffic safety must continually adapt to meet new challenges and identify ways to better address traffic safety. For this purpose, and with the use of the 4 E's in Highway Safety Methodology (EMS, Enforcement, Education & Engineering), PRTSC establishes a Traffic Engineering Program. The ability to identify these problems is a top priority to this plan initiative and generates coordinated and collaborative actions between the Puerto Rico Traffic Safety Commission (PRTSC), the Puerto Rico highway and transportation Authority (PRHTA) and Puerto Rico Department of Transportation and Public Works (PRDOT).

PRTSC's Traffic engineering program deals with the planning, functional design, operation and management of transportation facilities projects for any mode of transportation in order to provide for the safe, rapid, comfortable, convenient, efficient and economical movement of people and goods. It also considers the habits of the transportation system users. As practiced today, it is a collaborative process that incorporates the input of many stakeholders including public and private businesses but mainly various government agencies.

According to 2010 Census, Puerto Rico has a total of 3.7 million habitants. BY 2015, 2,154,952 of these have a state issued driver's license and there are 3,248,870 registered vehicles. Crash injuries and fatalities overview during the period of 2013-2015 as reported in SAFETY/CARTE data base and Fatality Analysis Reporting System (FARS) crash databases are shown in Table 1 and Table 2.

<b>Table 1: Puerto Rico Injuries by Crash Type</b>			
<b>Crash Type</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
Total Crashes Involving Injuries	22,050	20,247	20,812
Total Injuries (All Crashes)*	31,957	29,711	20,782
Involving a Roadway Departure	4,593	4,120	4,268
Involving an Intersection (or Intersection Related)	3,322	3,242	3,107

*\*Data obtained from the Automobile Accident Compensation Administration (ACAA).*

<b>Table 2: Puerto Rico Fatalities by Crash Type</b>			
<b>Crash Type</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
Total Crashes Involving Fatalities (SAFETY/CARE)	314	287	297

Total Fatalities (All Crashes)*	344	304	309
Involving a Roadway Departure (1)	107	101	93
Involving an Intersection (or Intersection Related) (2)	18	13	7

(1) Crash involved at least one vehicle that departed the roadway(FHWA Definition):

- a. **Roadway Departure.** A crash in which a vehicle crosses an edge line, a center line, or leaves the traveled way

(2) Crash occurred within an intersection or within the approach to an intersection.

NOTE: A fatality or injurie can be in more than one category. Therefore sum of the individual's cells will not equal the total due to do double counting.

### ***Performance Targets***

- Analyze and inspect multiple roads with reported safety issues around the island.
- Coordinate and provide professional development for highway safety professionals.
- Continue managing and monitoring new and ongoing projects.
- Promote the replacement and Up-Grade of Traffic Safety Control Devices in the road system.

### ***Projects Strategies***

The Traffic Engineering Program provides an available funding source (154 and 164 hazard elimination federal funds) and an evaluation process for high priority highway safety demands or safety needs on other projects. The need for attention may arise from citizen request, engineering or maintenance concerns or accidental damage among other, generally, unanticipated origins. This program administers and distributes funding through proposal summited by PRHTA or PRDTPW to assist with safety related construction and improvement costs generate in addressing these demands.

### **Lists of Projects to be funded:**

**Project Title:** Traffic Engineering Safety Inspector

**Project Description:** This program is managed by a Traffic Safety Inspector who analyzes data and carries out field work, among all the others task mention before. Therefor this project will subsidize salary and marginal benefits cost for the Program Manager, supplies costs, trainings, purchases, local travel, among others.

The Traffic Engineering Manager will continue working as a liaison of PRTSC with other Agencies. The Manager is in charge of representing PRTSC in all things related to Hazard Elimination Projects included in this program. In addition, Manager will continue his

collaboration with other traffic safety education activities, PRTSC HSP & Annual Report, and providing support to all other PRTSC programs.

Traffic Engineering Safety Inspector						
Project Number	Agency	Amount	Source	Indirect Cost	MOE	Match
18-11-02	PRTSC	\$77,037.00	164 HE	0	0	\$15,000
<b>Total Budget</b>		<b>\$77,037</b>				

**Project Title:** Special Projects (Include several hazard elimination projects)

**Project Description:** These projects were identified and justified through crash data analysis by the PRHTA and PRTSC Traffic Engineering Program to ensure that is being invested in locations with high crash rates. Traditionally, traffic engineering projects involve construction or rehabilitation, improvement, design and maintenance of the traffic system. The intention is to have safer roads with the highest long term benefits at low cost possible.

Proposal Projects include but are not limited to: installation and improvement of traffic signal systems, signs, pavement markings, guard rail, among others.

We remain at all times in the search of new projects. To date none has been identified.

Special Projects / Hazard Elimination							
Project Number	Agency	Location / Address	Amount	Source	Indirect Cost	MOE	Match
18-11-13 A	PRHTA	Int. PR-174 with CESCO access road, Bayamón, PR	\$280,000	164 HE	0	0	TBD
18-11-13 B	PRHTA	PR-107 km 0 – Km 4.5 Aguadilla, PR	\$125,000	154 HE	0	0	TBD
18-11-13 C	PRHTA	Int. PR-54 with PR-7711, Guayama, PR	\$900,000	154 HE	0	0	TBD
18-11-13 D	PRHTA	Int. PR-127 with Santa	\$100,000	164 HE	0	0	TBD

		Elena Shopping Center, Guayanilla, PR					
18-11-13 F	PRHTA	PR-100 Km 0 – Km 16.3 Cabo Rojo, PR	\$250,000	154 HE	0	0	TBD
18-11-13 G	PRHTA	Int. PR-194 with Conquistador Ave, Fajardo, PR	\$25,000	164 HE	0	0	TBD
<b>Total Budget</b>			<b>\$1,680,000</b>				

**Project Title:** Special Projects (Possible Upcoming Projects)

**Project Description:** Unfortunately, we cannot fund all types of projects requested to us, the reason being that we remain at all times in search of new projects that can be funded through the agency. Currently, we are trying to develop a project on the PR-29 at two intersections. This project may have an approximate cost of \$1 million but we do not have this amount of funds at the moment. So the PRHTA is requesting a Design Consultant to prepare a proposal for the design according to our available funds. We are awaiting the result.

Safety Improvements include: updating of traffic light systems, signs, pavement marking, upgrading of safety barriers, compliance with the ADA Act and possible minor changes in geometry.

Planned projects may change according to the need and/or limitations that develop through time.

<b>Safety Improvements</b>							
<b>Project Number</b>	<b>Agency</b>	<b>Location / Address</b>	<b>Amount</b>	<b>Source</b>	<b>Indirect Cost</b>	<b>MOE</b>	<b>Match</b>
18-11-XX	PRHTA	Intersection PR-29 with PR-167	TBD	164/154 HE	0	0	TBD
18-11-XX	PRHTA	Intersection PR-29 with PR-168	TBD	164/154 HE	0	0	TBD
<b>Total Budget</b>			<b>TBD</b>				



## **MEDIA CAMPAIGN**

Puerto Rico Traffic Safety Commissions' Division is fully committed in accomplishing the objective to increase traffic safety awareness. The Strategic Communications Plan (SCP) will remain focusing on maintaining paid media frequency and obtaining more earned media through traditional, social media and owned media.

Each campaign strategy is detailed in the SCP, which is developed solely through the identification of traffic safety problems and analysis of relevant data to identify target audience and best strategies to spread the message.

In addition, the Communications Division will manage the applicable surveys that aim specific behaviors among vehicle occupants to evidence the strengths and weaknesses of traffic safety media campaigns. This will be done through the hiring of a specialized agency the required expertise in road safety.

### ***Program Overview***

The PRTSC Communications' Division has an essential responsibility to implement strategic plans to reduce traffic deaths in PR. Will create, develop and implement effective strategies to address the problem of road safety to drivers and passengers of a motor vehicle to achieve each goal.

### ***Planning and Focus***

- Data analysis per each educational program will determine our problem ID
- Identify target audiences
- Define target and objectives
- Implement strategic communications plan
- Conduct surveys for specific program areas to evaluate effectiveness of campaigns
- Generate paid and earned media for traffic safety initiatives and programs
- Support enforcement campaigns
- Identify Partners for each program

### ***Performance Targets***

- Achieve that the Target Market adopts the road safety message and incorporates it as part of their lifestyle.
- Increase recognition of the PRTSC educational messages by program area and its target market.
- Obtain an effective positive change in attitudes toward traffic safety.
- Increase Earned Media: TV and Radio bonus spots, Editorials in Newspapers, Magazines, other printed media, and exposure through TV, radio interviews and more engagement with publics on social media.

### ***Projects Strategies***

Funds will be used for campaign production, media buy, owned media operations, media monitoring services, photography and videography services, among others through contractors.

Contractor’s functions include creating and developing public awareness campaigns, production of videos, and audio, print, graphic and digital content. Also, generating media buy plans; they also assist in media monitoring public affairs and news related to traffic safety and the PRTSC overall media exposure. Photography and Video Services provide content to upload on owned social media and to provide to traditional media.

PRTSC Communications’ Division will continue engaging partnerships to raise awareness on traffic safety issues. Partners fluctuates from local and state government agencies, telecommunications companies, nonprofit organizations, schools, colleges and universities, insurance companies to automotive industry, among others.

### ***Message Advertising Strategies***

- Reach target audience
- Tactically advertisement exposure to obtain message frequency
- Message Exposure on owned media networks
- Innovative marketing strategies to communicate traffic safety messages
- Increase interaction with the public through traditional media and social networks

### ***Projects by Program Area***

**Project Title:** Impaired Driving Media Campaign

**Project Description:** Intensive communications and outreach activities and media buy plans will be part of the strategies used to expose alcohol impaired driving educational message based on program problem identification and target audience. Will unite alcohol impaired driving enforcement efforts executed by State and Municipal Police forces during high alcohol consumption periods. Also, a survey will be conducted to measure campaign impact on citizens. Implemented Strategies are based on Countermeasures that Work 2015, Chapter1, Alcohol- and Drug-Impaired Driving, Section5.2, Page 49, Mass Media Campaign.

<b>Impaired Driving Media Campaign</b>						
<b>Project Number</b>	<b>Agency</b>	<b>Amount</b>	<b>Source</b>	<b>Indirect Cost</b>	<b>MOE</b>	<b>Match</b>
18-12-01	PRTSC	\$1,058,000	Map21-405d	0	0	0
<b>Total Budget</b>		<b>\$1,058,000</b>				

**Project Title:** Youth Impaired Driving Media Campaign

**Project Description:** Educate young drivers, ages 16-24, to not to drink and drive or ride with a drunk driver. Promote the use of designated drivers in outreach activities that bring in large numbers of target audience, with the finality of reducing alcohol related fatalities among youth. This strategy is based on Countermeasures that Work2015, Chapter1, Alcohol- and Drug-Impaired Driving, Section 6.5, Page 65, Youth Programs.

Youth Impaired Driving Media Campaign						
Project Number	Agency	Amount	Source	Indirect Cost	MOE	Match
18-12-02	PRTSC	\$57,000	Map21-405d	0	0	0
<b>Total Budget</b>		<b>\$57,000</b>				

**Project Title:** Speed, Aggressive and Distractive Driving Media Campaign

**Project Description:** Intensive communications and outreach activities and media buy plans will be part of the strategies used to expose speed, aggressive and distractive driving educational messages based on program problem identification and target audience. Will unite speed and distractive driving enforcement efforts executed by State and Municipal Police forces during the mobilizations periods. Also, surveys will be conducted to measure campaigns impact on citizens. This strategy is based on Countermeasures that Work 2015, Chapter3, Speeding and Speed Management, Section 4.1, Page 38, Communications and Outreach Supporting Enforcement; and Chapter 4, Distracted and Drowsy Driving, Section 2.2, Page 20, Communications and Outreach on Distracted Driving.

Speed, Aggressive and Distractive Driving Media Campaign						
Project Number	Agency	Amount	Source	Indirect Cost	MOE	Match
18-12-03	PRTSC	\$350,000	402PM	0	0	0
<b>Total Budget</b>		<b>\$350,000</b>				

**Project Title:** Occupant Protection Media Campaign

**Project Description:** Intensive communications and outreach activities and media buy plans will be part of the strategies used to support CIOT enforcement efforts executed by State and Municipal Police forces and the National Child Seat Campaign. Also, a seat belt and car seat observational survey and occupant protection attitude surveys will be conducted to measure

campaigns impact on citizens. This strategy is based on Countermeasures that Work 2015, Chapter 2, Seat Belts and Child Restraint, Section 3.1, Page 18, Communications and Outreach Supporting Enforcement.

Occupant Protection Media Campaign						
Project Number	Agency	Amount	Source	Indirect Cost	MOE	Match
18-12-07	PRTSC	\$350,000	402PM	0	0	0
<b>Total Budget</b>		<b>\$350,000</b>				

**Project Title:** Non-occupant Protection Media Campaign

**Project Description:** Intensive communications and outreach activities and media buy plans will be part of the strategies used to expose the pedestrian and bicyclist educational messages based on program problem identification and target audience promoting safety rules and regulations on mass events. For PESET a new creative campaign will be developed with all its components. This strategy is based on Highway Safety Program Guideline No. 14, Pedestrian and Bicycle Safety, VI. Public Information and Education.

Non-Occupant Protection Media Campaign						
Project Number	Agency	Amount	Source	Indirect Cost	MOE	Match
18-12-10	PRTSC	\$190,000	405h	0	0	0
<b>Total Budget</b>		<b>\$190,000</b>				

**Project Title:** Motorcycle Safety Media Campaign

**Project Description:** Intensive communications and outreach activities and media buy plans will be part of the strategies used to expose motorcycle safety educational messages based on program problem identification and target audience promoting safety rules and regulations. This strategy is based on Countermeasures that Work 2015, Chapter 5, Motorcycles, Section 4, Page 23, Communications and Outreach.

Motorcycle Safety Media Campaign						
Project Number	Agency	Amount	Source	Indirect Cost	MOE	Match
18-12-12	PRTSC	\$181,000	405f/ 402PM	0	0	0

**Total Budget**

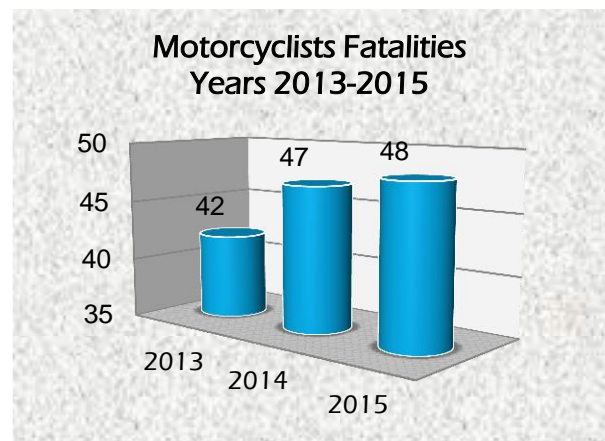
**\$181,000**

## MOTORCYCLE SAFETY

### *Program Overview*

During the three-year period of 2013-2015, Puerto Rico reported a total of 137 motorcyclist fatalities. During 2014, a total of 47 motorcyclist fatalities were reported, while 2015 reported 48; this represents a 2% increase during this period.

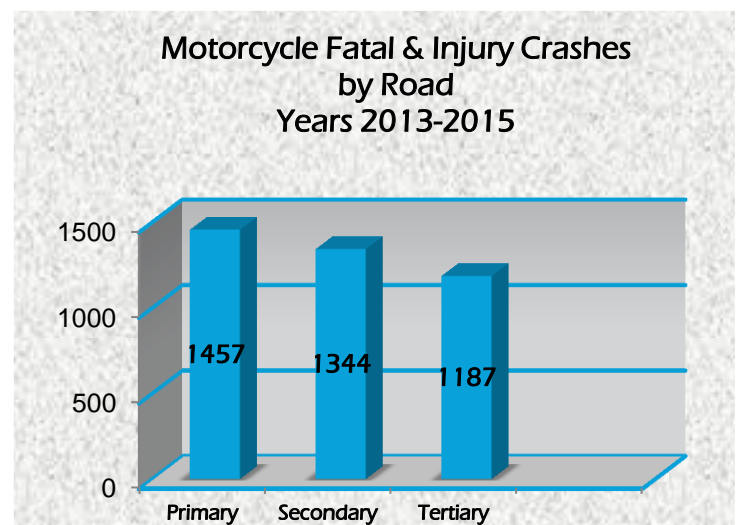
During 2015, motorcyclist fatalities accounted for 16% of total traffic fatalities; this represents an increase of 2% when compared with 2014. Law 107 is a great tool, but more encouragement must be injected through additional law enforcement measures and educational efforts, including motorcyclist training.



When analyzing data, the major contributing factors of motorcycle fatalities are: speeding, impaired riding and lack of helmet use (specifically DOT approved helmets).

When analyzing motorcyclist fatalities and injury crashes profile characteristics for the three-year period, 2013-2015:

- 98% motorcyclist fatalities and 81% injury crashes were male
- 54% of motorcyclist fatalities were among the 18-36 years age group, followed by 37-70 age groups with 39%.
- 58% of motorcyclist fatalities occurred on weekend days, while 36% occurred between Mondays through Thursdays.
- 60% of motorcyclist fatalities occurred between 6:00pm-6:00am, followed by hours between 10:00am-5:59pm with 25%.
- 31% of alcohol impaired motorcyclist fatalities were unhelmet.
- 45% of the total motorcyclist fatalities were .02% or higher.
- 29% of motorcycle involved fatal and injury crashes occur on primary roads.
- 27% of motorcycle involved fatal and injury crashes occur on secondary roads.
- Most fatal and injury crashes were reported in the municipality of San Juan, with a total of 694; closely followed by Bayamón with 268 crashes. Both of these municipalities are located in the greater metropolitan area of the Island.



- Map below shows the geographical distribution of the ten municipalities with High Fatal & Injured Motorcycle Crashes.

### Top 10 Municipalities with High Fatal & Injured Motorcycle Crashes (2013-2015)



In order to reduce motorcyclist fatalities, enforcement and education will continue to be our main focus. Training and training materials to identify motorcyclists using noncompliant helmets will be funded and provided to municipal and state police officers. DOT approved helmet use was made compulsory in 2007 through Law 107. Motorcyclists that make use of noncompliant helmets are exposing themselves to basically the same risks as if they wore no helmet at all. Identifying and citing motorcyclists wearing these helmets have proven to be a challenge for law enforcement, since these helmets sometimes are identified with counterfeit DOT stickers on the back. In addition the final rule of DOT helmets change in 2013 with a different type of sticker and other specifications, law enforcement officers have to be train on that matter. This is based on the countermeasure that works 2013, Chapter 5. Motorcycles, section 1.3 Motorcycle Helmet Law Enforcement: Noncompliant Helmets.

### Performance Targets

- ✓ To decrease motorcyclist fatalities 14 percent from the 2015 calendar base year average of 48 to 41 by December 31, 2018.
- ✓ To decrease unhelmet motorcyclist fatalities 10 percent from the 2015 calendar base year average of 29 to 26 by December 31, 2018.
- ✓ To decrease motorcyclist injury crashes 6 percent from the 2015 calendar base year of 1,165 to 1,090 by December 31, 2018.

## ***Projects Strategies***

**Project Title:** Motorcycle Safety Facilitators (MSF) – Pilot program

**Project Description:** Base on countermeasures that works 2015, Chapter 5 Section 1.1- 1.3 Motorcycle Helmets use Laws and Chapter 5 Section 4.1 Conspicuity and Protective Clothing. Base on NHTSA Guidelines.

MSF (Motorcycle Safety Facilitators) Projects reach college campus Youngsters Island wide, among others, using peer to peer approach. This project is pilot program. MSF Programs seek to motivate youth and young adults not to ride without a DOT compliant helmet that meet the Federal Regulations (FMVSS-218) and in addition the use of the proper gear when riding a motorcycle. Since 2007 Puerto Rico pass the law 107 of August 10, 2007 with makes compulsory the use of a DOT helmet and the use of proper gear like, eye protection, gloves, long pants, boots, reflective material and lower the BAC to .02% for motorcyclist among others, education and orientation on impaired riding will be implemented. Last year we had 48 motorcycles fatalities, and out that 13 were between the ages of 16 to 24, that's 27% of the total for 2016. Education Activities include but not limited to awareness campaigns, distribution of educational materials, workshops, artistic presentations media and social media campaigns and research related on helmet use and the proper gear including impaired riding. Most costs for the MSF (Motorcycle Safety Facilitators) projects include: salary and fringe benefits, stipends for student instructors, contractual services, office and educational materials, training, purchase and maintenance of equipment, local and out of Puerto Rico travel per-diem.

<b>Motorcycle Safety Facilitators (MSF)</b>						
<b>Project Number</b>	<b>Agency</b>	<b>Amount</b>	<b>Source</b>	<b>Indirect Cost</b>	<b>MOE</b>	<b>Match</b>
18-13-XX	UPR-Mayagüez Campus	\$50,000	402MC	0	0	TBD
18-13-XX	Pontifical Catholic University of PR	\$50,000	402MC	0	0	TBD
<b>Total Budget</b>		<b>\$100,000</b>				

**Project Title:** Motorcycle Safety Coordinator

**Project Description:** A comprehensive Motorcycle Safety program that includes public awareness, enforcement and engineering countermeasures requires coordination at PRTSC level. Salary, fringe benefits, local and out of state travel expenses, rent, purchase and maintenance of equipment, contractual services, training costs and educational materials targeted to helmet use and proper gear, share the road and impaired riding, that is going to be included in alcohol mobilizations, among other motorcycle safety related issues will be funded.



The Coordinator is an MSF Certified Rider Coach and is going to continue using the MSF curriculum (Basic Rider Course and experience) to National Guard, Air National Guard, State Police Officers and Municipality Police Officers. The Motorcycle Safety Coordinator will continue to submit recommendations to increase range size and uniformity. The Program Coordinator in coordination with DISCO, is looking for new sites to establish two additional ranges. Also, safety curriculum and law information will be revised. Emergency response training “First There, First Care” with emphasis in CPR, stop bleeding and the new section of correct helmet removal on an injured motorcyclist will be conducted for motorcycle clubs, police officers and DMV personnel in charge of motorcyclist matters. The Motorcycle Safety Coordinator will coordinate those trainings. Strategy is based on NHTSA’s Uniform Guidelines, Guideline #3 Motorcycle safety, Chapter 1. Program Management.

Project proposes for Coordinator to be in charge of managing Speed and Aggressive Driving Mobilizations projects of the State and Municipal Police forces. A total of 1 mobilization is projected for FY2018, with a total of approximately 25 projects. For this reason, coordinator will work with PTS and MC programs, with a split-fund of 50% and 50% accordingly. The coordinator will be in charge and the management Law Enforcement Liaisons (LEL).

<b>Motorcycle Safety Coordinator</b>						
<b>Project Number</b>	<b>Agency</b>	<b>Amount</b>	<b>Source</b>	<b>Indirect Cost</b>	<b>MOE</b>	<b>Match</b>
18-13-06	PRTSC	\$34,635	402MC	0	0	\$20,000
<b>Total Budget</b>		<b>\$42,634</b>				

## **DISTRACTED DRIVING**

### ***Program Overview***

Distracted driving involves any activity whereby or in which the driver's eyes, hands and/or attention are diverted from the task of driving. It is important to continue all efforts to address the dangers and penalties of distracted driving; in particular, texting and talking through hand-held cell phones. In the past years, steps have been taken in order to reduce this behavior, but much is still to be done. As recent as January 1<sup>st</sup>, 2013, a law prohibiting cell phone use while driving has been enacted, meaning that a lot of efforts and tenacity are required in order to change driver behavior toward this safety issue.

Law 201 became in effect on January 1<sup>st</sup>, 2013. It prohibits texting while driving, and establishes the mandatory use of hands free devices while using a cell phone when operating a motor vehicle. This applies to all drivers regardless of age. Previous to this law, the use of cell phones without a hands free device & texting while driving wasn't illegal. Therefore, no data is available regarding crashes, injuries or fatalities associated to distracted driving.

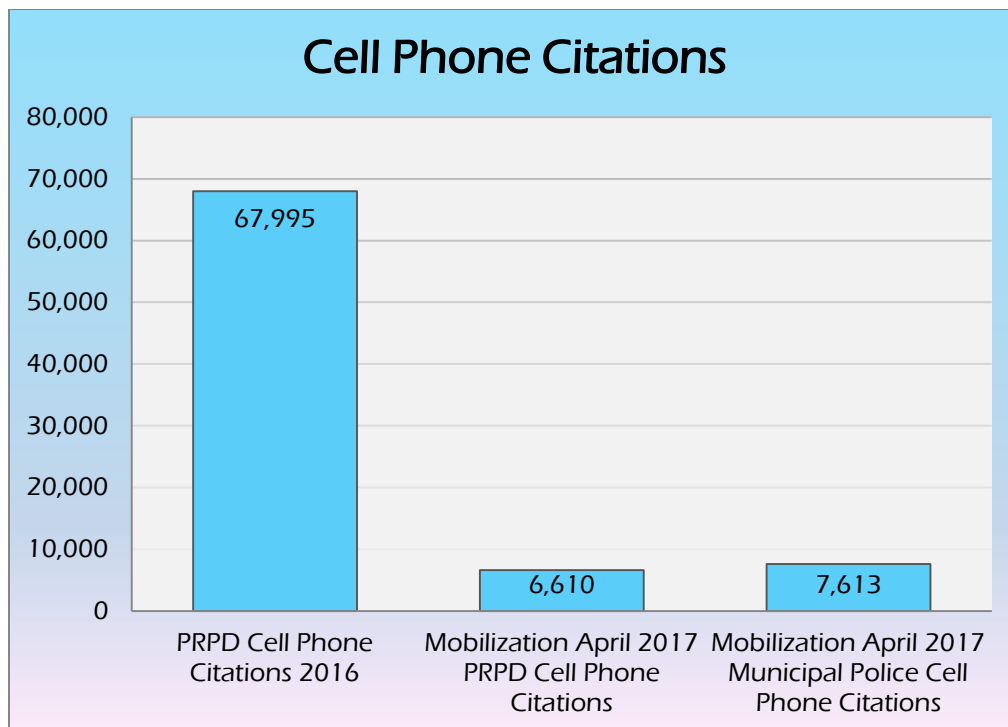
Currently there are about 3.7 million inhabitants in Puerto Rico. According to data provided by the Telecommunications Regulatory Board of the Commonwealth of Puerto Rico, (TRB), there are over 3 million cellular service subscribers. The Study Distracted Driving 2016 carried out in Puerto Rico showed that 94% of participants reported owning a cell phone, 16 to 24 and 35 to 44 age segments is a high 98%; and 80% of people that admitted to using mobile phones while driving talk at least occasionally. This is as high as 91% in the 16 to 24 years old age group, and as low as 50% in the 60 years or older age segment. About 60% of those who use their cell phone while driving, do so "very often" (28%) or "sometimes" (35%). The groups with highest usage frequency, based on "use very often" are the 35 to 44 years old age segment (36%) the 25 to 34 years old age segment (32%) and the 45 to 59 (32%). In addition, according to study, virtually all participants (96%) consider that using a cell phone while driving affects the ability to drive. As mentioned before, 80% of drivers who own a cell phone admit using them while driving. Some 86% of those who use cell phones, "receive calls" while driving; 67% "make" calls. On average, they "make" about 5 calls and "receive" another 6, for a total of 11 daily occasions when exposed to these potentially distractive and dangerous situations. In addition to these practices, 71% of cell phone owners, report "receiving" text messages (daily average: 7 messages); 40% admit "sending" them (daily average: 5 messages). Close to 70% of drivers who own cell phones report owning a hands-free device; of these about 85% use them frequently ("always" or "almost always"). Almost 7 out of every 10 (68%) participants report "very often" seeing people talking on a hand held cell phone while driving; 92% estimate observing this behavior either "very often" or "sometimes". Only 5% report "never" observing this behavior. On the other hand, about 53% of all participants feel that a \$50.00 fine for cell phone use or texting while driving is insufficient as a deterrent to these risky activities. About 54% of all participants recalled having seen or heard messages about distractions and / or cell phone use while driving in the past 30 days. This incidence is lower in the 25 to 34 group (46%).

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 having sent pictures, accessed news or just merely posted thoughts on social networks while driving at a certain moment.

According to United States DOT, “text messaging while driving creates a crash risk 23 times higher than driving while not distracted”. It is important to continue efforts towards battling distracted driving. Steps have been taken in order to reduce this behavior, but much is still to be done. Awareness is the main key towards future success, but we must take into consideration that cell phone use has had such a predominant presence in the past 10 years. This means much efforts and tenacity are required in order to change drivers behavior towards this safety issue.

British weekly business newspaper *The Economist* reported that Puerto Ricans are the worldwide leaders on the use of cell phone minutes with a monthly average of 1,875 minutes. This figure is more than double the 788 minutes that Americans average and seven times more the worldwide average of 266 minutes.

A joint enforcement effort was conducted with PRPD and 14 Municipal Police according to Law 201 requirements, with the following results:



### ***Performance Targets***

- To decrease the percentage of people that reported making cell phone calls while driving from 80% on 2016 to 75% in 2018.
- To coordinate a national law enforcement mobilization targeting distracted drivers.

### ***Projects Strategies***

**Project Title:** Distracted Driving Coordinator

**Project Description:** In order to address this new traffic safety issue, the PRISC identified a coordinator who will work with this priority area. A 15% of salary and fringe benefits for this coordinator will be allocated into this project. The other 85% of the salary is 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 will be funded.

<b>Distracted Driving Coordinator</b>						
<b>Project Number</b>	<b>Agency</b>	<b>Amount</b>	<b>Source</b>	<b>Indirect Cost</b>	<b>MOE</b>	<b>Match</b>
18-14-03	PRISC	\$9,000	402DD	0	0	\$9,000
<b>Total Budget</b>		<b>\$9,000</b>				

**Project Title:** Distracted Driving Media Survey

**Project Description:** A consultant will be contracted to conduct Attitude Surveys to measure the effectiveness of strategies and to identify areas where it will be necessary to improve or refine these plans for future campaigns.

<b>Distracted Driving Media Survey</b>						
<b>Project Number</b>	<b>Agency</b>	<b>Amount</b>	<b>Source</b>	<b>Indirect Cost</b>	<b>MOE</b>	<b>Match</b>
18-14-12	PRISC	\$12,000	402DD	0	0	0
<b>Total Budget</b>		<b>\$12,000</b>				

**Project Title:** Distracted Driving Mobilization

**Project Description:** During April 2018, PRISC will grant funds for overtime hours to State and Municipal Police Forces for their participation in Distracted Driving Mobilization which will be

supported by a media campaign. This mobilization will be island wide, during day hours. During this mobilization HVE and preventive patrol will be increased in order to issue citations for distracted driving in particular texting and talking on hand-held cell phones, with the purpose of creating awareness among all citizens on the dangers of texting or using a cell phone while driving and Law 201. Police funds will be granted through mini-grants for effectiveness. During FY17, funds were provided to 22 municipal police and state police forced to conduct special enforcement patrols targeting distracted drivers. This initiative will again be funded in April, 2018.

<b>Distracted Driving Mobilization</b>						
<b>Project Number</b>	<b>Agency</b>	<b>Amount</b>	<b>Source</b>	<b>Indirect Cost</b>	<b>MOE</b>	<b>Match</b>
18-14-20	State Police	\$100,000	402DD	0	0	\$3,100,100
18-14-XX	Municipal Police	\$160,000	405e	0	0	TBD
<b>Total Budget</b>		<b>\$260,000</b>				

# STATE CERTIFICATION AND ASSURANCES

## APPENDIX A TO PART 1300 – CERTIFICATIONS AND ASSURANCES FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4; SEC. 1906, PUB. L. 109-59, AS AMENDED BY SEC. 4011, PUB. L. 114-94)

*[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]*

State: Puerto Rico

Fiscal Year: 2018

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

### GENERAL REQUIREMENTS

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

### INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

### FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;

- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
  - (i) the entity in the preceding fiscal year received—
    - (I) 80 percent or more of its annual gross revenues in Federal awards;
    - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
  - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

#### **NONDISCRIMINATION**

**(applies to subrecipients as well as States)**

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination ("Federal Nondiscrimination Authorities"). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 et seq.), and **Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 et seq.), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 et seq.), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, sub-recipients and contractors, whether such programs or activities are Federally-funded or not);

- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;
- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR at 74087 to 74100).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted.
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require any of its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;
- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in Appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;



- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs a through e, in every subcontract and sub agreement and in every solicitation for a subcontract or sub-agreement that receives Federal funds under this program.

**THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)**

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  - o The dangers of drug abuse in the workplace.
  - o The grantee's policy of maintaining a drug-free workplace.
  - o Any available drug counseling, rehabilitation, and employee assistance programs.
  - o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
  - o Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
  - o Abide by the terms of the statement.
  - o Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction.
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –
  - o Taking appropriate personnel action against such an employee, up to and including termination.
  - o Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

**POLITICAL ACTIVITY (HATCH ACT)**  
(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

**CERTIFICATION REGARDING FEDERAL LOBBYING**  
(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, sub grants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

**RESTRICTION ON STATE LOBBYING**  
(applies to subrecipients as well as States)

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

**CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**  
**(applies to subrecipients as well as States)**

Instructions for Primary Certification (States)

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and coverage sections of 2 CFR Part 180. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.*
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may

decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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

- (1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
  - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
  - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
  - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
  - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
- (2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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

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

### **BUY AMERICA ACT**

**(applies to subrecipients as well as States)**

The State and each sub recipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or sub recipient, to purchase only steel, iron and manufactured products produced in the United States with Federal funds, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification to and approved by the Secretary of Transportation.

### **PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE**

**(applies to subrecipients as well as States)**

The State and each sub recipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

### **POLICY ON SEAT BELT USE**

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov). Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at [www.trafficsafety.org](http://www.trafficsafety.org).

### **POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

## SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))
3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D)).
6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E)).
7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
  - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
    - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
    - Increase use of seatbelts by occupants of motor vehicles;
  - Submission of information regarding mobilization participation into the HVE Database;
  - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
  - An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;

- Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
  - Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))
8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

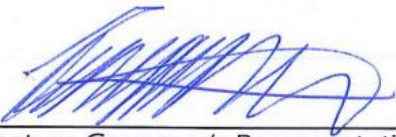
The State: **[CHECK ONLY ONE]**

Certifies that automated traffic enforcement systems are not used on any public road in the State;

OR

Is unable to certify that automated traffic enforcement systems are not used on public roads any the State, and therefore will conduct a survey meeting the requirements of 23 CFR 1300.13(d)(3) AND will submit the survey results to the NHTSA Regional office no later than March 1 of the fiscal year of the grant.

**I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.**



\_\_\_\_\_  
Signature Governor's Representative for Highway Safety

6/29/2017

\_\_\_\_\_  
Date

**Carlos M. Contreras Aponte, Eng.**

\_\_\_\_\_  
Printed name of Governor's Representative for Highway Safety



**HIGHWAY SAFETY COST SUMMARY FY 2018**

Program Area	Federal Funds	State/Local Funds	Share to Local	Indirect Cost	MOE	Match
<b>Section 154</b>						
154-AL	\$ 1,601,302		\$ 362,000		\$ 900,000	
154-HE	\$ 1,275,000					
154-PA	\$ 98,698	\$ 300,000				\$ 300,000
154-PM						
<b>Section 164</b>						
164-HE	\$ 900,000	\$ 15,000				\$ 15,000
164-AL	\$ 2,583,190	\$ 60,000	\$1,235,773		\$3,825,000	\$ 60,000
164-PM						
164-PA	\$ 25,000	\$ 34,127				\$ 34,127
<b>SAFETEA-LU</b>						
405-OP						
408-TR						
410-FR	\$ 989,488					
410-HV	\$ 100,408					
2010-MC						
<b>Map-21</b>						
402-PS						
402 PT						
402 PA						
402-CP						
402-OP						
402-DD						
402-PM	\$ 90,000					
402-MC						
405(b) OP	\$ 10,000					

high						
405(b) OP low	\$ 5,000					
405(c) TR	\$ 900,000			\$ 82,000	\$ 170,000	\$ 144,100
405(d) AL	\$ 3,500,000				\$1,000,000	\$ 12,000,000
405(f) MC	\$ 30,000					
<b>FAST Act</b>						
402-PS	\$ 12,000					
402 PT	\$ 426,000	\$ 20,000	\$ 356,000			\$ 4,545,000
402 PA	\$ 359,360	\$ 1,231,000				\$ 1,231,000
402-CP	\$ 27,000	\$ 240,000	\$1,500,000			\$ 240,000
402-OP	\$ 54,000	\$ 20,000				\$ 20,000
402-DD	\$ 121,000	\$ 4,000	\$ 17,000			\$ 3,104,000
402-PM	\$ 700,000					
402-MC	\$ 292,634	\$ 20,000				\$ 20,000
405(b) OP	\$ 595,000				\$3,450,000	\$ 4,000,000
405(c) STSISI	\$ 655,000					
405(d) ID Mid	\$ 850,000					
405(d) ID High	\$ 850,000					
405(e) DD	\$ 147,000					
405(f) MC	\$ 26,000					
405(h) NMS	\$ 288,000					
<b>Total Funding</b>	<b>\$17,511,080</b>		<b>\$3,490,085</b>	<b>\$ 82,000</b>	<b>\$9,345,000</b>	<b>\$ 25,713,227</b>

**FEDERAL FY 2018 – HIGHWAY SAFETY PROGRAM BUDGET**

Project Num.	Project Name	Agency	Amount	Source	Indirect Cost	MOE	Match
18-01-01	Impaired Driving Overtime Enforcement	PRPD	\$ 600,000.00	MAP21-405d	\$ -	\$ 500,000.00	\$ 8,000,000.00
18-01-XX	Impaired Driving Overtime Enforcement	Municipal Police	\$ 500,000.00	164AL Share to Local	\$ -	\$ 350,000.00	TBD
18-01-XX	PR Institute for the Forensic Sciences	PR Institute for the Forensic Sciences	\$ 400,000.00	154AL	\$ -	\$ 250,000.00	TBD
18-01-06	Impaired Driving Prosecution Enhancements Programs	PRDOJ	\$ 430,000.00	164AL	\$ -	\$ 3,000,000.00	TBD
18-01-XX	Impaired Driving Prosecution Enhancements Programs	PRDOH	\$ 300,000.00	154AL	\$ -	\$ 400,000.00	TBD
18-01-13	Impaired Driving Coordinator	PRTSC	\$ 92,300.00	164AL	\$ -	\$ -	\$ 60,000.00
18-01-22	Impaired Driving Media Survey	PRTSC	\$ 12,000.00	MAP21-405d	\$ -	\$ -	\$ -
18-01-XX	SFST Coordinator	PRTSC	\$ 200,000.00	MAP21-405d	\$ -	\$ -	\$ -
18-01-02	Impaired Driving Enforcement Equipment Program	PRPD	\$ 1,320,000.00	410AL /MAP21-405d	\$ -	\$ 500,000.00	\$ 4,000,000.00
18-01-XX	Impaired Driving Enforcement Equipment Program	Municipal Police	\$ 250,000.00	164AL Share to Local	\$ -	\$ 125,000.00	TBD
18-01-67	Victims Impact Panel	ASSMCA	\$ 120,000.00	164AL	\$ -	\$ 50,000.00	TBD

18-02-02	Impaired Driving Youth Programs	UPR-Rio Piedras Campus	\$ 123,225.00	164AL Share to Local	\$ -	\$ 50,000.00	TBD
18-02-05	Impaired Driving Youth Programs	UPR-Mayaguez Campus	\$ 83,540.00	154AL Share to Local	\$ -	\$ 50,000.00	TBD
18-02-10	Impaired Driving Youth Programs	UPR-Cayey Campus	\$ 74,190.00	164AL Share to Local	\$ -	\$ 50,000.00	TBD
18-02-14	Impaired Driving Youth Programs	UPR-Ponce Campus	\$ 58,645.00	154AL Share to Local	\$ -	\$ 50,000.00	TBD
18-02-15	Impaired Driving Youth Programs	Hogar CREA, Inc.	\$ 76,689.00	164AL Share to Local	\$ -	\$ 50,000.00	TBD
18-02-16	Impaired Driving Youth Programs	Pontifical Catholic University of PR - Ponce	\$ 71,905.00	154AL Share to Local	\$ -	\$ 50,000.00	TBD
18-02-17	Impaired Driving Youth Programs	UPR-Utuado Campus	\$ 89,669.00	164AL Share to Local	\$ -	\$ 50,000.00	TBD
18-02-21	Impaired Driving Youth Programs	UPR-Aguadilla Campus	\$ 85,260.00	154AL Share to Local	\$ -	\$ 50,000.00	TBD
18-02-25	Impaired Driving Youth Programs	Metropolitan University	\$ 52,000.00	164AL Share to Local	\$ -	\$ 50,000.00	TBD
18-02-XX	Impaired Driving Youth Programs	Polytechnic University	\$ 61,962.00	154AL Share to Local	\$ -	\$ 50,000.00	TBD
18-02-XX	Impaired Driving Youth Programs	Pontifical Catholic University of PR - Arecibo	\$ 70,000.00	164AL Share to Local	\$ -	\$ 50,000.00	TBD
18-02-XX	Impaired Driving Youth Programs	Department of Education	\$ 400,000.00	MAP21-405d	\$ -	\$ -	TBD
18-03-03	Law Enforcement Liaison	PRTSC	\$ 140,000.00	402PT	\$ -	\$ -	\$ -

18-03-78	Traffic Enforcement Coordinator	PRTSC	\$ 34,635.00	402PT	\$ -	\$ -	\$ 20,000.00
18-03-00	Speed and Aggressive Driving Media Survey	PRTSC	\$ 12,000.00	402PT	\$ -	\$ -	\$ -
18-03-01	Speed Enforcement Equipment	PRPD	\$ 100,000.00	402PT	\$ -	\$ -	\$ 1,000,000.00
18-03-XX	Speed Enforcement Equipment	Municipal Police	\$ 100,000.00	402 Share to Local	\$ -	\$ -	TBD
18-03-XX	Speed Enforcement Mobilization	Municipal Police	\$ 256,000.00	402 Share to Local	\$ -	\$ -	TBD
18-03-19	Speed Enforcement Mobilization	PRPD	\$ 100,000.00	402PT	\$ -	\$ -	\$ 3,500,000.00
18-03-21	Police Coordinator	PRPD	\$ 50,000.00	402PT	\$ -	\$ -	\$ 25,000.00
18-04-02	Evaluate HSP Task	PRTSC	\$ 50,000.00	402PA	\$ -	\$ -	\$ 400,000.00
18-04-07	Evaluate HSP Task	PRTSC	\$ 100,000.00	154PA	\$ -	\$ -	\$ 300,000.00
18-04-12	Evaluate HSP Task	PRTSC	\$ 102,359.00	402PA	\$ -	\$ -	\$ 200,000.00
18-04-03	Administer Program	PRTSC	\$ 160,000.00	402PA	\$ -	\$ -	\$ 481,000.00
18-04-13	Federal Program Manager	PRTSC	\$ 52,000.00	402PA	\$ -	\$ -	\$ 150,000.00
18-04-14	Federal Program Manager	PRTSC	\$ 25,000.00	164PA	\$ -	\$ -	\$ 34,127.00

18-05-03	Occupant Restraint Coordinator	PRTSC	\$ 54,000.00	402OP	\$ -	\$ -	\$ 20,000.00
18-05-27	CPST Training	PRTSC	\$ 48,000.00	405b	\$ -	\$ -	\$ -
18-05-29	Occupant Protection Observational Survey	PRTSC	\$ 83,000.00	405b	\$ -	\$ -	\$ -
18-05-39	Puerto Rico Fire Department Fitting Stations	PR Fire Department	\$ 20,000.00	405b	\$ -	\$ 200,000.00	TBD
18-05-XX	Rollover Simulator	PRPD	\$ 90,000.00	405b	\$ -	\$ 250,000.00	\$ 500,000.00
18-05-XX	Seat Belt Enforcemet - Mobilization Overtime	Municipal Police	\$ 212,000.00	405b	\$ -	\$ 500,000.00	TBD
18-05-50	Seat Belt Enforcemet - Mobilization Overtime	PRPD	\$ 400,000.00	405b	\$ -	\$ 2,500,000.00	\$ 3,500,000.00
18-06-04	Community Programs	Municipality of Luquillo	\$ 60,000.00	402 Share to Local	\$ -	\$ -	TBD
18-06-11	Community Programs	Municipality of Guayama	\$ 90,000.00	402 Share to Local	\$ -	\$ -	TBD
18-06-18	Community Programs	Municipality of Vega Baja	\$ 60,000.00	402 Share to Local	\$ -	\$ -	TBD
18-06-28	Community Programs	Municipality of San German	\$ 70,000.00	402 Share to Local	\$ -	\$ -	TBD
18-06-XX	Community Programs	Municipality of Aibonito	\$ 60,000.00	402 Share to Local	\$ -	\$ -	TBD
18-06-15	Community Programs	Municipality of Barceloneta	\$ 79,000.00	402 Share to Local	\$ -	\$ -	TBD

18-06-29	Community Programs	Municipality of Naranjito	\$ 60,000.00	402 Share to Local	\$ -	\$ -	TBD
18-06-21	Community Programs	Municipality of Isabela	\$ 68,000.00	402 Share to Local	\$ -	\$ -	TBD
18-06-XX	Community Programs	Municipality of Cataño	\$ 80,000.00	402 Share to Local	\$ -	\$ -	TBD
18-06-XX	Community Programs	Municipality of Caguas	\$ 80,000.00	402 Share to Local	\$ -	\$ -	TBD
18-06-22	Community Programs	Municipality of Sabana Grande	\$ 90,000.00	402 Share to Local	\$ -	\$ -	TBD
18-06-50	Traffic Safety Education Park (PESET)	PRTSC	\$ 350,000.00	402 Share to Local	\$ -	\$ -	\$ 240,000.00
18-06-XX	Community Programs Coordinator	PRTSC	\$ 37,800.00	402CP	\$ -	\$ -	\$ -
18-07-01	Traffic Records Coordinator	PRTSC	\$ 110,000.00	MAP21-405c	\$ -	\$ -	\$ -
18-07-10	Analysis and Compilation of Traffic Crashes 2018	DTOP	\$ 369,681.00	MAP21-405c	\$ -	\$ 170,000.00	\$ 92,000.00
18-07-13	CARE System to PR Crash Data 6	UPR-CIES	\$ 489,301.00	MAP21-405c	\$ 82,000.00	\$ -	\$ 52,100.00
18-07-XX	MIRE	PRHTA	\$ 600,000.00	MAP21-405c	\$ -	\$ -	TBD
18-08-01	Non Occupant Coordinator	PRTSC	\$ 16,200.00	402PS	\$ -	\$ -	\$ -
18-08-XX	Pedestrian & Bicycle Safety Education Programs	AARP	\$ 49,000.00	405h	\$ -	\$ -	TBD

18-08-XX	Pedestrian & Bicycle Safety Education Programs	OPPEA	\$ 49,000.00	405h	\$ -	\$ -	TBD
18-11-02	Traffic Engineering Safety Inspector	PRTSC	\$ 77,037.00	164HE	\$ -	\$ -	\$ 15,000.00
18-11-13 A	Int. PR 174 with CESCO access road, Bayamón	PRHTA	\$ 280,000.00	164HE	\$ -	\$ -	TBD
18-11-13 B	PR 107 km 0 - km 4.5, Aguadilla	PRHTA	\$ 125,000.00	154HE	\$ -	\$ -	TBD
18-11-13 C	Int. PR 54 with PR 7711, Guayama	PRHTA	\$ 900,000.00	154HE	\$ -	\$ -	TBD
18-11-13 D	Int. PR 127 with Santa Elena Shopping Center, Guayanilla	PRHTA	\$ 100,000.00	164HE	\$ -	\$ -	TBD
18-11-13 F	PR 100 km 0 - km 16.3, Cabo Rojo	PRHTA	\$ 250,000.00	154HE	\$ -	\$ -	TBD
18-11-13 G	Int PR 194 with Conquistador Ave., Fajardo	PRHTA	\$ 25,000.00	164HE	\$ -	\$ -	TBD
18-11-XX	Int. PR29 with PR167	PRHTA	\$ -	164/154HE	\$ -	\$ -	TBD
18-11-XX	Int. PR29 with PR168	PRHTA	\$ -	164/154HE	\$ -	\$ -	TBD
18-12-01	Impaired Driving Media Campaign	PRTSC	\$ 1,058,000.00	MAP21-405d	\$ -	\$ -	\$ -
18-12-02	Youth Impaired Driving Media Campaign	PRTSC	\$ 57,000.00	MAP21-405d	\$ -	\$ -	\$ -
18-12-03	Speed, Aggressive and Distracted Driving Media Campaign	PRTSC	\$ 350,000.00	402PM	\$ -	\$ -	\$ -



18-12-07	Occupant Protection Media Campaign	PRTSC	\$ 350,000.00	402PM	\$ -	\$ -	\$ -
18-12-10	Non Occupant Protection Media Campaign	PRTSC	\$ 190,000.00	405h	\$ -	\$ -	\$ -
18-12-12	Motorcycle Safety Media Campaign	PRTSC	\$ 181,000.00	405f/402PM	\$ -	\$ -	\$ -
18-13-06	Motorcycle Safety Coordinator	PRTSC	\$ 34,635.00	402MC	\$ -	\$ -	\$ 20,000.00
18-13-XX	Motorcycle Safety Facilitators (MSF)	UPR - Mayaguez Campus	\$ 50,000.00	402MC	\$ -	\$ -	TBD
18-13-XX	Motorcycle Safety Facilitators (MSF)	Pontifical Catholic University of PR - Ponce	\$ 50,000.00	402MC	\$ -	\$ -	TBD
18-14-03	Distracted Driving Coordinator	PRTSC	\$ 9,000.00	402DD	\$ -	\$ -	\$ 4,000.00
18-14-12	Distracted Driving Media Survey	PRTSC	\$ 12,000.00	402DD	\$ -	\$ -	\$ -
18-14-XX	Distracted Driving Mobilization	Municipal Police	\$ 160,000.00	405e	\$ -	\$ -	TBD
18-14-20	Distracted Driving Mobilization	PRPD	\$ 100,000.00	402DD	\$ -	\$ -	\$ 3,100,000.00
<b>Totals</b>			<b>\$ 14,887,033.00</b>		<b>\$ 82,000.00</b>	<b>\$ 9,345,000.00</b>	<b>\$ 25,713,227.00</b>

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