

Government of Puerto Rico



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All Data presented in FY 2011-2012 HSP has been provided by the Driver Services Directory, the Highway System Office, the Puerto Rico Police Department (PRPD), the Automobile Accident Compensation Administration (AACA), the Department of Transportation and Public Works (DTPW) and its Branches, and FARS.





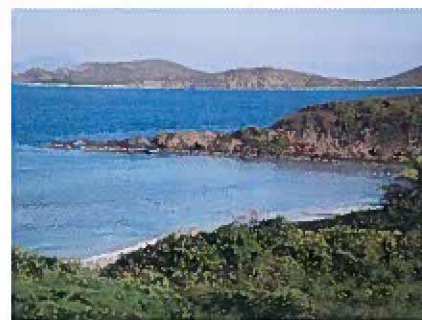


## Introduction

The Government of Puerto Rico through its Traffic Safety Commission has the commitment and the duty to make of Puerto Rico a safe place ensuring traffic safety. In an island of 100 x 35 with over 3 million registered vehicles, our goal is to have excellent traffic safety programs including conscious citizens that respect the law and understand the consequences of driving in public roads without the precautionary requirements.

There are about 3.8 million citizens distributed over 78 municipalities, which makes it about 1,000 people per square mile, a ratio higher than within any of the 50 States in the United States. It also ranks among the world's highest. In addition, of the total population, approximately 3.03 million are less than 55 years of age. This shows that Puerto Rico's population is relative young. Therefore, tendency is to live and active social life.

Puerto Rico's topography is mostly mountains with coastal plain belt in north, mountains precipitous to sea on west coast, sandy beaches along most coastal areas. The climate is tropical marine with regular temperature of 80°F (26°C) year round. There are 16,693 miles of roads in Puerto Rico. In 2010 there were 3,102,941 licensed drivers and 3,020,455 registered vehicles. Approximately 261,000 traffic crashes occurs every year in Puerto Rico resulting in over 35,000 injuries and approximately 340 fatalities.



Population size, age factor, topography, climate and the vast number of vehicles compared to the Island population generates reckless behaviors that transcends to public roads. Therefore, a well strategically plan which involves education, traffic engineering, law enforcement and emergency medical system are crucial in order to successfully address these serious problems.





## Problem Identification Process

Traffic crash data is being reviewed by the Puerto Rico Traffic Safety Commission (PRTSC) staff throughout the years to identify problems that are unique to Puerto Rico. The primary and most reliable source of data is the FARS file, and with an average of 414 fatalities between the last 5 years, trends can be established using this file. Also, crash data is obtained from the Accident Information System of the Analysis of Accidents Office within the Department of Transportation and Public Works (DTPW). Data on licensed drivers and registered vehicles as well as VMT are also obtained from DTPW.

TRAFFIC CRASH TRENDS					
INDICATORS	2006	2007	2008	2009	2010
Registered Vehicles	3,015,227	3,165,543	3,129,561	3,026,815	3,020,455
Licensed Drivers	2,045,120	2,078,841	2,017,055	2,628,207	3,102,941
Roadway Miles	16,275	16,398	16,576	19,488	16,693
VMT	196.4	192.2	194.3	190.1	185.7
Total Crashes	313,342	288,947	252,608	263,401	261,618
Total Injuries	41,311	41,341	38,448	36,965	35,530
Fatal Crashes	482	430	386	343	330
Total Fatalities	507	452	406	365	340
Fatality Index	2.58	2.35	2.08	1.92	1.83

The information System unit of the PRTSC is responsible for compiling the data and providing it to the PRTSC planner. Reviewing the federal priority areas and our data to determine the impact our programs are having in reducing crashes, injuries and fatalities is an ongoing process that involves the Executive Director, Planner, Program Coordinators, Monitors and the Public Relations Office which needs the data to satisfy media inquiries. Additional data is obtained through observational surveys of safety belt use, child restraint use, and helmet use. These surveys help in the development of mass media and educational campaigns.





## Planning Process

Puerto Rico's performance-based planning process takes into account Highway Safety issues and strategies identified by the PRTSC member agencies, state and local agencies, enforcement agencies and non-profit organizations that have submitted applications for funding. After thoroughly analyzing each application, the Applicant is contacted and informed of the outcome decision.

Frequent communication with sub-grantees is maintained through regular monitoring visits and other forms of contact. Assistance in preparing grant applications is also provided.

## Executive Summary

The mission of the PRTSC is to reduce traffic-related fatalities and injuries. This will be accomplished by developing and supporting a comprehensive, multi-strategy approach that includes enforcement, prevention, media and education, training, legislation and regulation, and data management and analysis. Therefore, PRTSC has the primary responsibility for managing programs designed to reduce traffic-related deaths and injuries.

PRTSC will intertwine efforts with non-profit organizations, government agencies and civic groups that share the social responsibility of road safety to develop and fund island-wide projects that essentially will save lives and reduce injuries due to traffic crashes. Furthermore, we need to continue the media usage that has become a powerful resource in transmitting our awareness message.

This year's HSP also includes the 10 performance measures that were required by NHTSA & GHSA, to be incorporated on all Highway Safety Plans. As part of our joint effort to develop Traffic Performance Measures, we used a basic set of questions that were used in periodic surveys that track driver attitudes and awareness concerning impaired driving, seat belt use, and speeding.



For the last 10 years PRTSC has had a recurrent reduction of fatalities, with significant decrease of 7% from 365 fatalities in 2009 to 340 fatalities in 2010. Many factors have helped achieve these results such as mandatory safety belt law, zero tolerance law for people under 18 and a .02% BAC law for people between ages of 18 to 21, Motorcycle Safety & Regulation Law 107, aggressive law enforcement all year round mobilizations from the Puerto Rico Police Department (PRPD), and our educational campaigns that have been fundamental for the diffusion of our safety message.

We can also see this pattern throughout our primary program areas:

- 20% decrease in impaired driving fatalities from 138 in 2009 to 110 in 2010.
- 17% decrease in speed & aggressive driving fatalities from 156 in 2009 to 133 in 2010.
- 15% decrease in motorcycle fatalities from 53 in 2009 to 45 in 2010.

Education and Law Enforcement is the strategic well implemented for achieving all reductions.

**FATALITIES BY PROGRAM AREA  
YEARS 2000-2010**

Program Area	Average Percentage	TOTAL FATALITIES	2010	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000
		5,100	340	365	406	452	508	457	495	495	519	496	567
Speed & Aggressive Driving	46%	2,363	133	156	162	228	220	216	237	234	256	238	283
Impaired Driving	40%	2,028	110	138	172	193	171	202	205	205	209	201	222
Youth Impaired Driving (16-24 years)	25%	503	21	33	35	58	38	53	62	46	56	51	50
Youth Impaired Driving (25-34 years)	23%	464	28	34	35	51	37	47	47	54	45	42	44
Non-Occupant Protection	31%	1,600	101	109	130	145	140	134	162	150	177	170	182
Occupant Protection - Seat Belt	30%	1,536	110	104	91	119	125	127	149	162	162	165	222
Motorcycle Safety	14%	718	45	53	76	83	111	89	58	54	59	44	46
Occupant Protection - Child Seat	0%	17	3	0	2	0	2	0	0	1	2	2	5



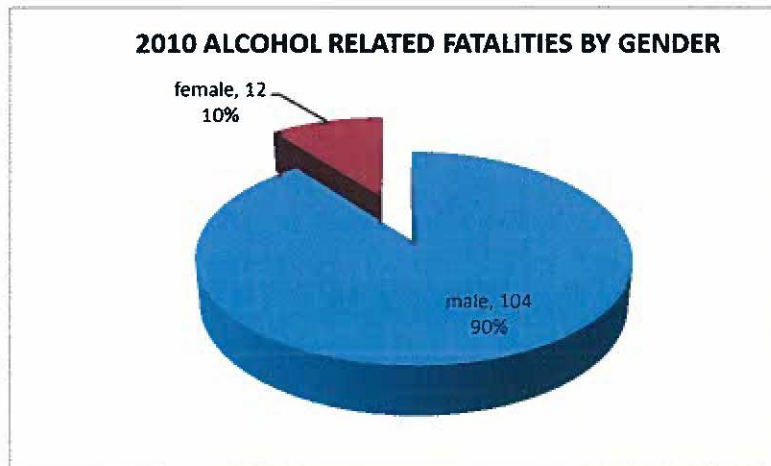


## Impaired Driving AL 01

### Overview

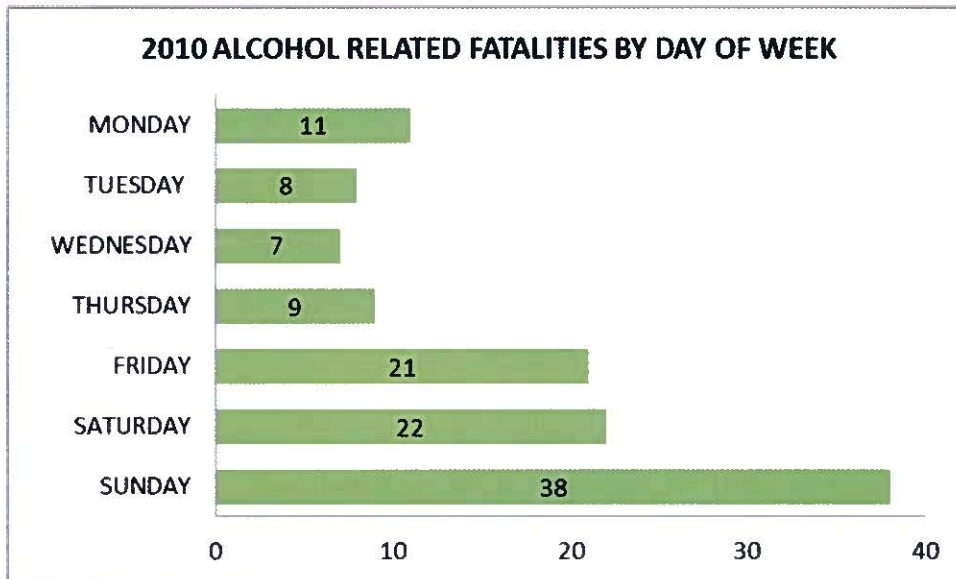
Driving While Intoxicated is one of the primary causes of fatal crashes in Puerto Rico and its rate is among the highest in the Nation. During 2010, out of 340 fatalities, 116 were alcohol related. As a result, Puerto Rico was identified by NHTSA as the highest fatality rate state and qualifies for a Section 410 grant. Although the percentage of traffic fatalities that are alcohol-related has remained about 40% for decades, there has been a notable improvement, since there were a total of 406 fatalities in 2008, a total of 365 fatalities in 2009, and 340 fatalities for 2010. Alcohol related fatalities by gender for 2010 show that a total of 105 or 90% were male.

ALCOHOL-IMPAIRED DRIVING FATALITIES BY YEAR			
Year	Fatalities	Alcohol Related	Percent
2006	508	171	34%
2007	452	193	43%
2008	406	172	42%
2009	365	138	38%
2010	340	116	34%
<b>TOTAL</b>	<b>2,071</b>	<b>790</b>	<b>38%</b>

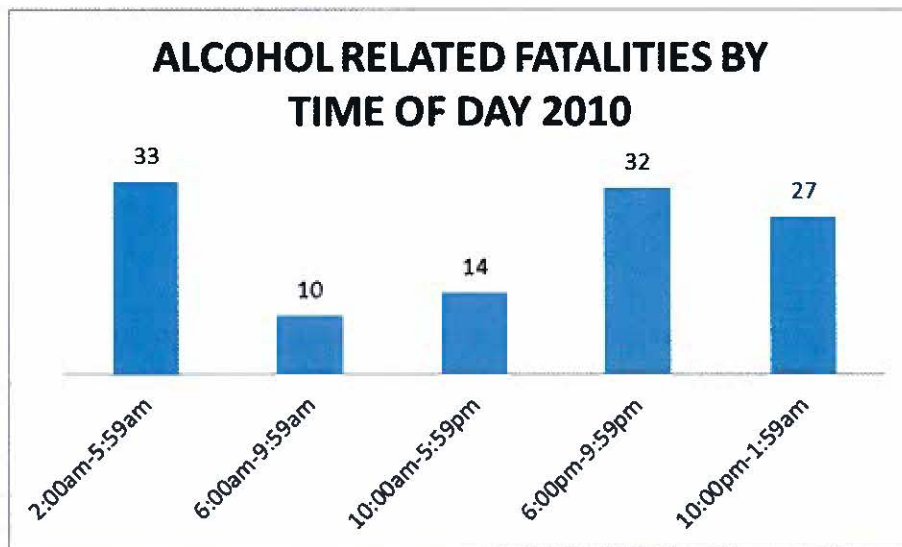




The following graph shows that during 2010, the day of week with the most alcohol related fatalities was Sunday with a total of 38 fatalities. It also reflects a higher incident tendency during the weekends (Friday to Sunday).



The time of day with the highest alcohol related fatalities for 2010 was 2:00am-5:59am with a total of 33 fatalities, revealing a higher incident tendency from late night hours up to early morning (10:00pm to 5:59am).







Saturation patrols, overtime patrols and checkpoints are part of the strategies employed by PRPD as part of their annual work plan enforcement effort. Because of its successfulness, Special Alcohol Units at the Municipal Police level are now collaborating with the High Visibility Enforcement effort against all impaired drivers, including motorcycle operators.

Identifying recidivists prior to trial must be improved in order to impose the stiffer sanctions required by law; on the other hand, Enforcement continues to be improved. Special Alcohol Units in the 13 Police Areas, with emphasis on weekend, nighttime patrols and sobriety checkpoints need additional resources to increase enforcement. In addition to local mobilizations, the participation in the National Crackdowns has helped motivate police and raise awareness in the driving public. The following table shows the High Visibility Enforcement Activities planned for FY 2011-2012.

HIGH VISIBILITY ENFORCEMENT ACTIVITIES	
DATE	DESCRIPTION
<b>Thanksgiving Crackdown</b> 11/18/2011 to 11/27/2011	Covers the beginning of festivities associated with Thanksgiving Season.
<b>Christmas Crackdown</b> 12/16/2011 to 01/08/2012	Covers the Christmas Season, which in Puerto Rico extends up to early January. This season is characterized by an increase in alcohol consumption, therefore upturns impaired driving.
<b>Easter Crackdown</b> 03/30/2012 to 04/09/2012	Easter Festivities. Schools, Colleges and many Companies shut down during the week and a highly consumption of alcohol is observed.
<b>Summer Crackdown</b> 06/22/2012 to 07/06/2012	During the hot summer days a majority of population hit the beach and vacation centers. Tendency is to consume alcohol while on break. Also, Puerto Rico celebrates many activities, including the traditional "Noche de San Juan Bautista", Independence Day, among others.
<b>National Labor Day Crackdown</b> 08/19/2012 to 09/06/2012	Beginning in August and extending up to Labor Day weekend the PRTSC participates in the National Labor Day Crackdown in conjunction with the rest of the Nation. Although most schools and college begins, alcohol consumption on these weekends is still very high.



### Performance Goals

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- Reduce alcohol related fatalities by 10% from 110 in 2010 to 99
- Increase the number of police agencies participating in the HVE's
- Conduct training for judges and prosecutors during 2012

### Legislative Goals

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- Ignition Interlock Legislation

### Performance Measures

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

### Strategies

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- **AL-01-01 DWI Patrol Units -PRPD**

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

- **AL-01-02 Breath Testing Unit -PRPD**

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





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

Many DWI cases are dismissed due to lack of chemists specialists that can verify breath test equipment calibration, analyze blood samples, and testify in court the effectiveness of the test. Therefore, this project provides funding for medical specialists personnel such as chemists and technicians. It will also fund contractual services, office and educational supplies, training, and local and state travel.

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

Judges are in need of continuous education on all equipment, technical specifications, breath and blood test equipment, and the continuous changes in Law 22. It is also design to raise awareness among the judges of the importance of impaired driving cases. This project will cover costs associated with Judicial Trainings, and other training on dealing with DWI offenders.

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

The primary goal of this program is to minimize the lost cases or dismiss cases due to lack of evidence or failed to prove beyond reasonable doubt on driving under the influence of alcohol and other drugs. Funds will contribute in accomplishing more convictions, training and equipping personnel from this unit on new technologies and material, as well as seminars on continuing education on laws and regulations, and re-locating human resources to volume areas and regions of DWI cases. It will also support the personnel salaries and benefits that are necessary in order to achieving the goal.

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

This educational program develops and produce massive events in which the citizen are well educated on its goal of the consequences of driving under de the influence of alcohol and other drugs. Many innovator resources to improve campaigns will be implemented to achieve the goal. The campaigns will target as primary population the 18-34 age range. It will also target as secondary audience all population.





In accordance with the National Mobilization and Crackdowns, the PRTSC will launch its campaigns using the tag line "Guiar borracho es un crimen, serás arrestado" ("Drunk Driving, Over the Limit, Under Arrest") until NHTSA approves translation for the 2011 impaired driving campaign update "**Drive Sober or Get Pulled Over**". Education is also performed through media resource; therefore this project will fund the costs for production and adaptation of Radio, TV, Press, and Alternate Media Ads. It will also cover educational literature costs as well as funding for booth exhibit exposure. Costs for office supplies, rent, maintenance and purchase of equipment, state and local travel, and training are also funded through this program.

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

PRTSC Impaired Driver Coordinator will be the ambassador of our educational message for non-profit organizations, government agencies, universities and civic groups that share the social responsibility of road safety, especially about the consequences of driving under the influence of alcohol and other drugs. The coordinator will develop new projects and assists with expert advice on DWI to local and external projects. Costs salary and benefits as well as state and local travel, equipment necessary and training are funded with this program.

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

The contractual services of a specialized firm will be fund to conduct knowledge, attitude and behavioral studies using telephone and roadside surveys, focus groups and other tools to help develop and measure the effectiveness of the impaired driving media campaigns on the target audience, and others.

- **AL-01-23 Luis A. Señeriz Foundation/  **MADD** Puerto Rico**

The PRTSC has helped MADD Puerto Rico, represented by Luis A. Señeriz Foundation, a non-profit organization, well-known advocacy group with administrative expenses, educational materials, and support on activities. Funding will also provide continuation on the nationally recognized "Protecting You, Protecting Me" program in schools.





## Youth Impaired Driving YA 02

### Overview

During the past 5 years a total of 790 alcohol related crashes was revealed. In the same period of time and for the age range of 16 to 25 in fatalities crashes average 24%. However, in 2010 this percentage has decrease 4% in comparison with 2009.

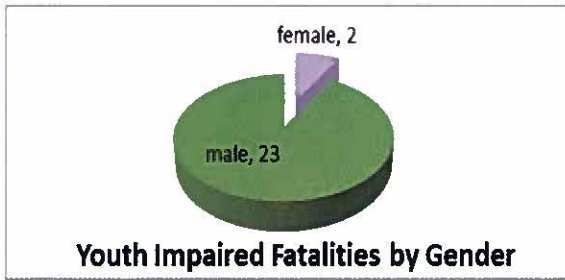
<b>16-25 YEAR OLD ALCOHOL RELATED FATALITIES</b>			
Year	Total of Alcohol Related Fatalities	16-25 Year Old Alcohol Related	Percentage
<b>2006</b>	171	38	22%
<b>2007</b>	193	58	30%
<b>2008</b>	172	35	20%
<b>2009</b>	138	36	26%
<b>2010</b>	116	25	22%
<b>TOTAL</b>	<b>790</b>	<b>192</b>	<b>24%</b>

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

Although Puerto Rico is lacking an Age 21 MDA law, we have achieved a Zero Tolerance Law for people under 18 and a .02% BAC law for people between the ages of 18 to 21. The PRSC has targeted youth with various awareness programs. As a complement to the enforcement and PI&E efforts contained in the alcohol section of this plan, the PRSC will continue and expand efforts to reach youth. This awareness is expected to provide the political and public permissions needed for legislation and stricter enforcement.

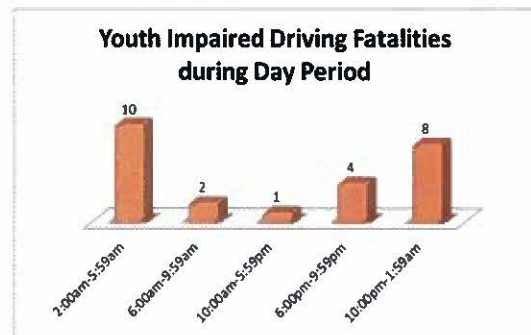
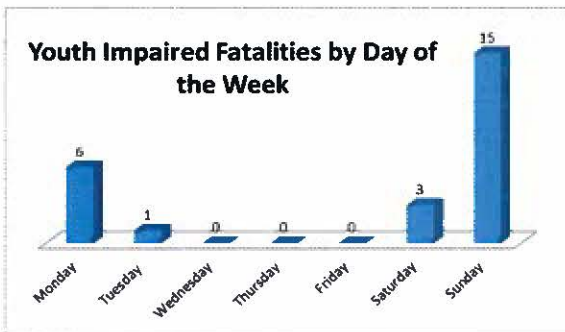






During 2010, among the age group of 16-25, males were identified as the highest fatality group by gender in alcohol related fatalities. We had a total of 23 male fatalities, while females had 2 fatalities.

The 2 days of week that had the most 16-25 alcohol related fatalities, were Sunday and Monday.



The time of day with the highest alcohol related fatalities among 16-25 year range, was during 2:00am-5:59am with a total of 10 fatalities.

### Performance Goals

- Reduce youth alcohol related fatalities by 10% from a five year (2006-2010) average of 24% to 23% by 2012

### Legislative Goals

- Age 21 MDA

### Performance Measures

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



## Strategies

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### ▪ **FIESTA Programs**

PRTSC has 12 FIESTA Programs reaching students campus. FIESTA Programs develop awareness campaigns; distribute educational materials, conduct workshops and research related to impair driving, especially among youth and peers.

### ▪ **YA-02-02, YA-02-05, YA-02-10, YA-02-14, YA-02-21, YA-02-26, YA-02-17 FIESTA - University of Puerto Rico**

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

### ▪ **YA-02-03 FIESTA III – Police Athletic League of San Juan**

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

### ▪ **YA-02-15 FIESTA CREATIVOS- Hogar Crea, Inc.**

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



- **YA-02-16 FIESTA CATOLICA PONCE – Catholic University of Ponce**

Catholic University of Ponce, is a private, non-profit university institution. This FIESTA Program reaches college students through workshops, special events, development and distribution of materials, and many other activities related to impair driving. Stipends for student instructors, salaries, office and educational materials, training, purchase and maintenance of equipment, local and stateside travel are included.

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

PRTSC will create and participate in massive Events that young adults and youth in general frequents. Material directed to youth will be developed and adapted for media such as TV, radio spots and printed ads. Costs for rent and maintenance of equipment, contractual services, and state and local travel are included. This project will also collaborate along with the Impaired Driving Project in those activities where marked number of youth presences.

- **YA-02-20 FIESTA X- Youth Affairs Office**

This FIESTA program reaches Puerto Rico's high-risk youth communities through workshops, special events, development and distribution of materials, and many other activities related to impaired driving among youth. Salaries, educational materials, purchase and maintenance of equipment, and local and stateside travel are included.

- **YA-02-25 FIESTA UMET - Metropolitan University of Puerto Rico**

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





## Police Traffic Services PT 03

### Overview

Speeding and aggressive driving is the primary cause for fatalities crashes in Puerto Rico. In 2010 the percentage of these fatalities was 40%. However, a reduction of 13% was observed from 156 in 2009 to 135 in 2010.

2009-2010 COMPARISON FATALITIES – SPEEDING A FACTOR				
YEAR	SPEEDING	NOT SPEEDING	TOTAL FATALITIES	SPEEDING PERCENTAGE
2009	156	209	365	43%
2010	135	205	340	40%
Change	-21	-4	-25	

For this year PRTSC in alliance with the PRPD will incorporate the Data-Driven Approaches to Crime and Traffic Safety (DDACTS) that integrates location-based crime and traffic data to establish effective and efficient methods for deploying law enforcement and other resources. DDACTS uses traffic enforcement strategies that play a dual role in fighting crime and reducing crashes and traffic violations. Drawing on the deterrent of highly visible traffic enforcement and the knowledge that crime often involves the use of motor vehicles, the goal of DDACTS is to reduce the incidence of crime, crashes, and traffic violations across the country.

Highly visibility and publicized enforcement with a targeted Public Information & Education effort has proven to be effective in raising the perception of risk in the motoring public and reducing traffic fatalities. Many strategies can be used to make enforcement more effective including selective traffic enforcement, checkpoints, and saturation patrols, among others.

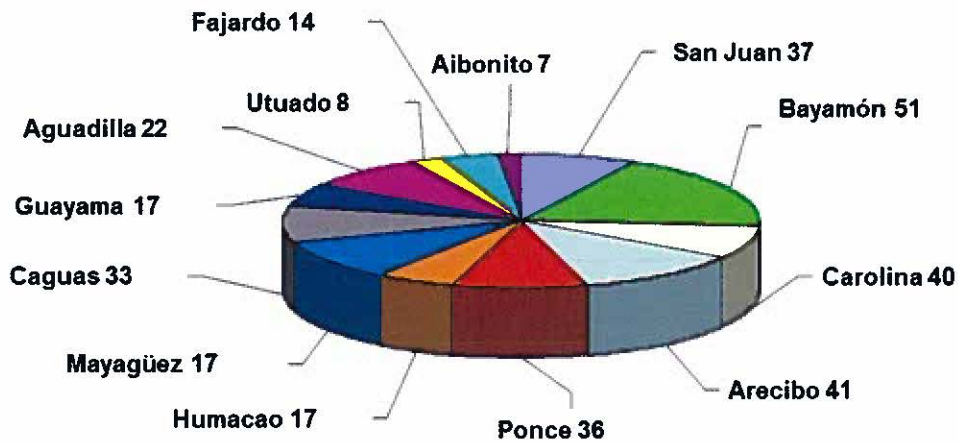






Police Traffic Regions with highest Fatalities for 2010 are Bayamón with 15%, followed by the Arecibo and Carolina with 12%, and San Juan and Ponce with 11%. All regions are shown below with the total amount of fatalities.

### FATALITIES BY PRPD AREAS 2010





The following tables present data for PRPD and Municipal Police Agencies for the past six years.

PRPD EFFORTS					
FY	SPEED Citations	DWI Interventions	DWI Arrests	SEAT BELT Citations	OTHER Moving Violations
2005	277,018	19,837	15,540	219,680	309,187
2006	229,820	23,843	19,566	208,180	291,828
2007	215,915	20,954	16,686	208,574	308,979
2008	222,222	17,619	14,568	238,301	338,808
2009	187,980	13,135	12,363	192,559	446,247
2010	160,772	11,521	9,099	181,995	328,861

MUNICIPAL POLICE EFFORTS					
FY	SPEEDING Violations	SEAT BELT Violations	CHILD REST Violations	DWI Interventions	OTHER Moving Violations
2005	18,778	18,482	719	1,783	56,827
2006	18,650	11,497	657	1,498	59,069
2007	18,451	27,434	864	1,876	48,275
2008	11,630	19,560	594	1,910	27,388
2009	15,609	22,613	796	3,356	24,496
2010	12,243	17,704	556	1,705	20,256

**Performance Goals**

- Reduce total speed related fatalities by from 135 in 2010 to 125
- Increase training for police officers regarding traffic laws
- PRTSC will create a summit to introduce DDACTS to Puerto Rico’s law enforcement agencies, highway safety organizations, and safety data system managers. The goal will be to implement a national DDACTS program. This program will assist agencies in developing, implementing and evaluating their individual locally driven initiatives. NHTSA supports data collection and analysis combined with intelligence-led policing initiatives, and will provide technical support, web-based data reporting and an evaluation.





### Performance Measures

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

### Strategies

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- **PT-03-00 Speed & Aggressive Driving Surveys - PRTSC**

A consultant will be contracted to conduct knowledge, attitude and behavioral studies using, telephone and roadside surveys, focus groups and other tools to help develop and measure the effectiveness of the Speed & Aggressive Driving as well as our upcoming Texting Media Campaigns on the target audience and others.

- **PT-03-01 Speed Enforcement- PRPD**

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

- **PT-03-02 Traffic Police Training -PRPD**

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

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

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

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

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

In 2009 the firm Marketing Center conducted in Puerto Rico an opinion study about the cellphone usage while driving. This study consisted of 501 phone interviews Island Wide. The study revealed that 56% of the respondents admitted using the cellphone while driving. It also revealed that the average driver generates about 4 calls and answers another 6 in daily basis, totalizing 10 times in which he/she exposes to distracted driving conditions every day. 52% drivers used every time or almost every time the hands free device and 25% never used one.

When respondents were surveyed in what is the main problem of road safety in PR, they answered 42% speeding, 33% driving under the influence of alcohol, and 9% using the cellphone while driving. 18% out of these respondents had been involved in car crashes and 22% confirmed they had been using the cellphone during the crash.

Studies conducted by NHTSA in the US, revealed that cellphone usage while driving decreases when implementing strategic efforts that includes: laws prohibiting this practice, law enforcement by the Police, and educating citizens about the risks and danger of using the cellphone while driving.

34 states, DC, and Guam banned text messaging for all drivers. Twelve of these laws were enacted in 2010 alone. 9 states, DC, and the Virgin Islands prohibit all drivers from using handheld cell phones while driving.



Currently, Puerto Rico has about 3.4 million registered motor vehicles and approximately 2.9 million active mobile phones\*. Therefore, CST intends to launch its first media campaign in order to raise awareness of the danger of cellphone usage, whether is talking or texting, while driving a motor vehicle on public roads. The campaign will target young adults between the ages of 16 to 34. Within this audience you can find students, professionals and prolific users of computers and networks, which mostly use their cellphones without hands free devices.

The educational campaign will be advertised through brochures, TV and Radio spots, National and Regional Newspapers Ads, tactical media, social networks, and internet, obtaining range and frequency in the message. This Campaign will also achieve the education of the citizens and future young drivers and decidedly reduction of distracted driving fatalities.



\* Data provided by PR Telecommunications' Board and PR DOT.

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

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



- **PT-03-27 Municipal and PRPD Police Training - PRTSC**

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

- **PT-03-44 Crash Investigation Training -PRPD Criminal Justice University**

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

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

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





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

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

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





## Planning and Administration PA 04

### Overview

The PRISC has the responsibility to coordinate the development and implementation of traffic safety programs. The Executive Board includes representatives of the following agencies: DOTPW, Department of Health, PRPD, Department of Education, Department of Justice, Courts Administration, AACA, ASSMCA, PSC, and a representative of the Public Interest and a Youth Representative.

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

### Performance Goals

- Implement, evaluate, coordinate and monitor the FY 2011-2012 HSP tasks.
- Plan and manage the available funds adequately, including to speed-up liquidation rate.





## Strategies

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- **PA-04-02 Evaluate HSP Tasks-PRTS**

Two Program Monitors will be funded to follow up on the operational and fiscal activities of the projects, on a daily basis. Provide technical assistance, promote timely vouchering. Salaries, local and stateside training, travel expenses, materials and equipment will be funded.

- **PA-04-07, PA-04-12 Evaluate HSP Tasks-PRTS**

Two Program Monitors will be funded with alcohol funds to follow up on the operational and fiscal activities exclusively of the DWI projects. Provide technical assistance, promote timely vouchering. Salaries, local and stateside training, travel expenses, materials and equipment will be funded.

- **PA-04-03, PA-04-08, PA-04-09, PA-04-10 Administer Program-PRTS**

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/or rent of equipment, office materials, single audits and other consulting needs. Travel expenses for local and state-side activities and other administrative expenses will be funded.



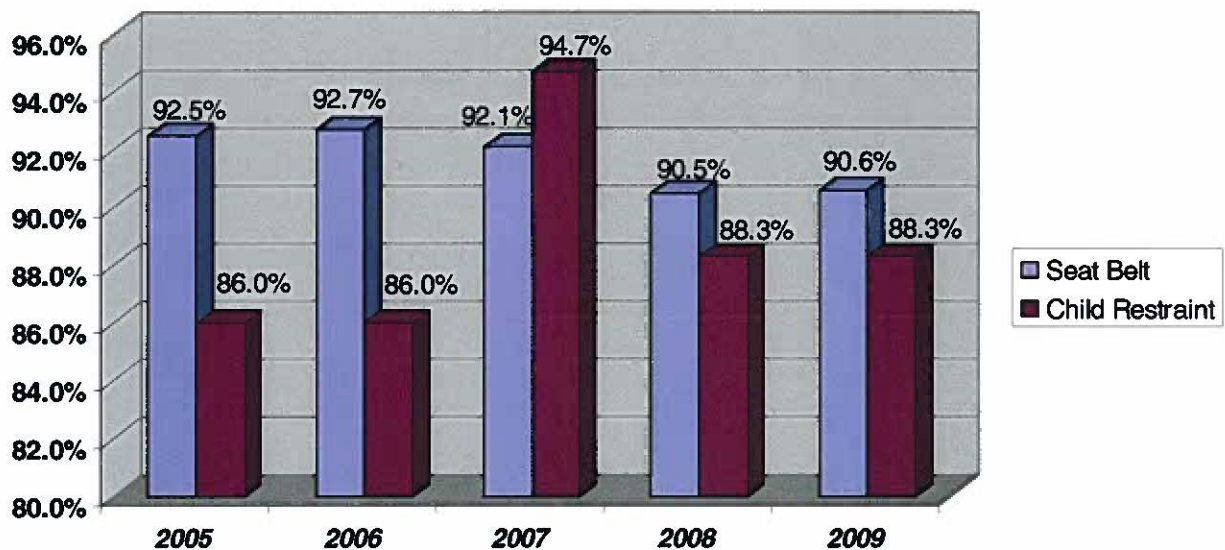


## Occupant Protection OP 05

### 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. Below the usage rate from 2006 to 2009.

### SAFETY BELT AND CHILD RESTRAINT USE



Rates achievements are as consequence of vigorously citizen education on safety belt and child restraint usage. Standard traffic PRPD enforcement activities yearlong has also been a major factor in rate achievements.



PRTSC has established fire stations as permanent fitting stations and certified firemen as Child Passenger Safety Technicians (CPST). Inspection clinics are also conducted periodically with the cooperation and partial sponsorship of commercial sector such as Wal-Mart, K-Mart, and Mc Donalds, among others. Efforts will focus on opening more fitting stations, certifying technicians, making the public aware of the locations of the stations, and increasing enforcement. Achieving a significant 20% reduction on restraint occupant fatalities of ages 5 and above from 2009 to 2010.

OCCUPANT FATALITIES AGE 5 AND ABOVE*					
YEAR	TOTAL	RESTRAINT	UNRESTRAINT	UNKOWN RESTRAINT USE	PERCENT KNOWN RESTRAINT
2006	222	100	122	0	45%
2007	199	84	115	0	42%
2008	166	79	87	0	48%
2009	169	65	104	0	38%
2010	56	13	43	0	23%

\*Percentage based only where restraint usage was known







### Performance Goals

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- Increase safety belt use from 90.6% in 2009 to 92%
- Increase child restraint use from 88.3% in 2009 to 91%
- Fifteen (15) additional fitting station for FY 2011-2012
- Include mandatory Booster Seats for 5-8 year old children

### Legislative Goals

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- Booster Seat Legislation for mandatory usage for children up to 8 years of age

### Performance Measures

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

### Strategies

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- **OP-05-02 Observation Surveys - PRISC**

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

- **OP-05-03 Occupant Restraint Coordinator - PRISC**

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



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

Both projects will work side by side on seat belt usage and child restraint seat enforcement efforts, and components for PI&E. They will fund the production of educational campaigns and development of media production such as TV, radio and press ads. It will also fund office material, rent, purchase and maintenance of equipment, contractual services, and state and local travel costs when necessary.

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

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

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

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

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

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



## Community Programs CP 06

### Overview

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

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

Puerto Rico's CTSP work very closely with the PRSTC and meet every three months as a group, to receive information on upcoming campaigns, activities and plans, as well as report progress to the PRSTC. The CTSP directors also coordinate training for Municipal Police, child restraint clinics and other activities that involve the PRSTC and other CTSP's. The PRSTC has a total of eighteen (18) Community Programs.

### Performance Goals

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- Create presence on all 78 municipalities through the CTSP's

### Performance Measures

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- Number of municipal police participating in "waves"
- Number of educational and impact activities performed
- Number of citizens reached with direct orientations and educational material



## Strategies

- **PT-06-XX Community Programs**

Funds will cover personnel salaries and benefits, office and educational material, rent, purchase and maintenance of equipment and vehicles, state and local travel costs, and training.

COMMUNITY PROGRAMS			
Code	Program	Code	Program
CP-06-02	Juncos	CP-06-18	Humacao
CP-06-04	Luquillo	CP-06-19	Juana Díaz
CP-06-06	Florida	CP-06-20	Lares
CP-06-07	Morovis	CP-06-21	Isabela
CP-06-09	Caguas	CP-06-22	Sabana Grande
CP-06-14	Ponce	CP-06-23	Trujillo Alto
CP-06-15	Barceloneta	CP-06-28	San Germán
CP-06-16	Comerio	CP-06-29	Naranjito
CP-06-17	Toa Alta	CP-06-43	Lajas



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## Traffic Records TR 07

### Overview

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The Traffic Records Coordinating Committee has the responsibility to evaluate and discuss various proposals to obtain data and share it. Having as the same north timeless, accuracy, completeness, uniformity, integration, and accessibility, the team works in the same way to obtain better results that benefit all agencies that are involved.

Also, as required by Section 408 for subsequent year funding and for possible revisions to the traffic records Strategic Plan, a Traffic Records Assessment will be conducted.

Section 408 Funds will provide complete, accurate and reliable data in a timely manner for problem identification including crash location data which currently is not available. Details of the planned improvements are included in the Traffic Records section of this plan.

### Performance Goals

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- To capture data of the Traffic Crash Report by the end of the calendar year.
- To have forward to a state wide project that will provide an uniform method data gathering.
- Create new tutorials and have it available in English.
- Conduct Traffic Records Assessment.

### Performance Measures

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- Number of Digital Traffic Crash Report
- Number of Tickets issued
- Numbers of Course available in web page
- Numbers of drivers take the courses
- Traffic Records Assessment conducted



## Strategies

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- **TR-07-01 Traffic Records Data Processing and Analysis Coordinator - PRTSC**

PRTSC needs a Traffic Record Coordinator to represents the interest of the agencies and organizations within the highway and traffic community to outside organizations and will be responsible for reviewing and evaluating new technologies to keep the highway safety data and traffic records system up to date. For this purpose and continue the works, the Coordinator follow up the work already started, such as: prepare, develop and implement the strategic plan, the administration of the fund 408 and continue working team meetings.

- **TR-07-07 Traffic Records Assessment – PRTSC**

The Traffic Safety Commission in coordination with NHTSA Regional Office, a Traffic Records Assessment team will be identified and an assessment will be conducted in February 2012.

- **TR-07-10 Data Capture – PRTSC, DOTPW**

The members of the Traffic Record Coordinating Committee has identified a shortfall in the final outcome of the already started data-gathering too. The short fall will be that taking in consideration the actual Traffic Record Accident Report (PPR-93) will create additional and foregoing backlog due to among others: personnel shortage, response time, police officer lack of training and underuse of actual technical capabilities. With this project, will integrate the new develop Crash Data Base System with the Driver's and Vehicle Data Base System Plus (DAVID+). With the new E-ticketing project (added phase in the overall MMUCC) will generate a consolidated accident collection system that will integrate already available GIS data and maps in an interactive tool that will be capable of delivering updated information to the Data Warehouse an also, will have business intelligence tools and visualization graphics for management at all levels, official purposes and research activities.



- **TR-07-11 Point System – PRTSC, DOTPW**

Puerto Rico has a vast English-only speaking population and other illiterate drivers that local law protects their privilege to obtain a valid Driver's License in most of the cases the tools available for them are limited. The Department already completed the most important courses for the Point System in Spanish. Providing and English Speaking, with tools for illiterate candidates, will ensure mayor improvement in highway safety. Also the tools might be used by all drivers that will or have to come to Puerto Rico for a prolong stay. In the other hand, Alcohol and Substance Abuse has been one of the mayor reasons for crash and fatalities in Puerto Rico, second only to speeding. The proposed strategy will be used on a multi-echelon and stage system that will provide to cover the entire authorized driver's universe in the moment of their renewal and or change of category. With this project, translate to the English language the courses already developed for the Point System, and develop additional course on illiterate drivers and Alcohol and drug to discourage impaired driving and assist other non-traditional drivers.

- **TR-07-XX Electronic Ticket – PRTSC, DOTPW**

Actual technical capabilities within the Department of Transportation and Public Works provides for a full integrations on end technologies such as GIS, GPS and any type of raw data. In the current year various municipalities have incorporated the E-Ticket System with the intervention report and Accident Report Capabilities (PPR-93). The goal of the Government is to have forward to a state wide project that will provide and uniform method of data gathering that will reduce loss of information due to human error, readability of the documents, misleading information or wrongful acts on the crash scene. As short term, and start a Pilot Project with the COT (Cuerpo Ordenamiento de Tránsito) that will assess the overall system encompassing the Crash Data Base System with the DAVID+ in order to feed the consolidated accident collection system that will be integrate already available GIS data and maps in an interactive tool that will be capable of delivering updated information to the Data Warehouse. Then as a middle/long term, incorporate the portable devices to all Puerto Rico Officers and provide support to the municipalities that enroll in the system.



## Non-Occupant Protection PS 08

### Overview

Non-occupant fatalities have been a major traffic safety issue in Puerto Rico and rates among the highest fatalities Nationwide. In Puerto Rico this Program Area ranks third on fatalities causes with a 35% which is 118 out of 340 fatalities for 2010.

Among Non-occupant fatalities, pedestrian is the highest of all with an 86%. A 20% of these fatalities, alcohol or drugs usage was a factor. We can also remark that 52% were 56+ years of age.

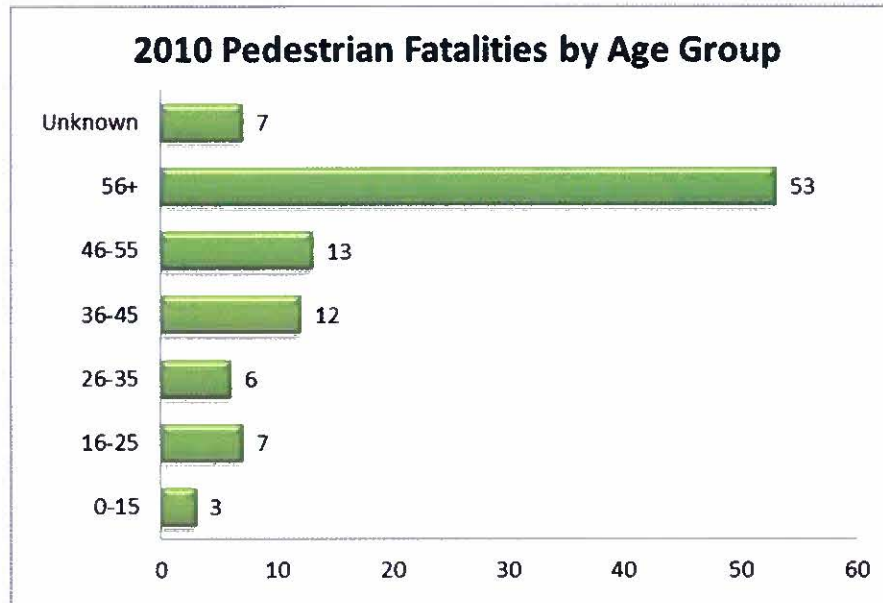
FATALITY TYPE	2006	2007	2008	2009	2010
Cyclists	20	6	12	16	15
Horse Riding or other	2	1	1	2	2
Pedestrian	140	144	127	109	101
Skaters	0	0	0	0	0
Non-Occupant Fatalities	162	151	140	127	118
<b>Total Fatalities</b>	<b>508</b>	<b>452</b>	<b>406</b>	<b>365</b>	<b>340</b>
<b>Percentage</b>	<b>33%</b>	<b>34%</b>	<b>35%</b>	<b>35%</b>	<b>35%</b>

IMPAIRMENT IN PEDESTRIAN FATALITIES			
CY-YEAR	PEDESTRIAN FATALITIES	BAC POSITIVE	DRUG POSITIVE
<b>2006</b>	140	22%	20%
<b>2007</b>	144	31%	11%
<b>2008</b>	127	27%	12%
<b>2009</b>	109	26%	16%
<b>2010</b>	101	19%	8%
<b>Average</b>	<b>99</b>	<b>25%</b>	<b>13%</b>



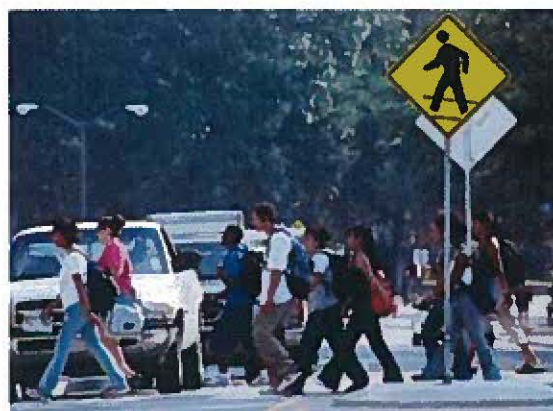






Awareness of the dangers of becoming another victim in a traffic crash to pedestrians and cyclists is very important. Motorists must be aware of their responsibilities towards pedestrians and cyclists as well. Puerto Rico's Vehicle and Traffic Law includes Articles on the responsibilities of the pedestrian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

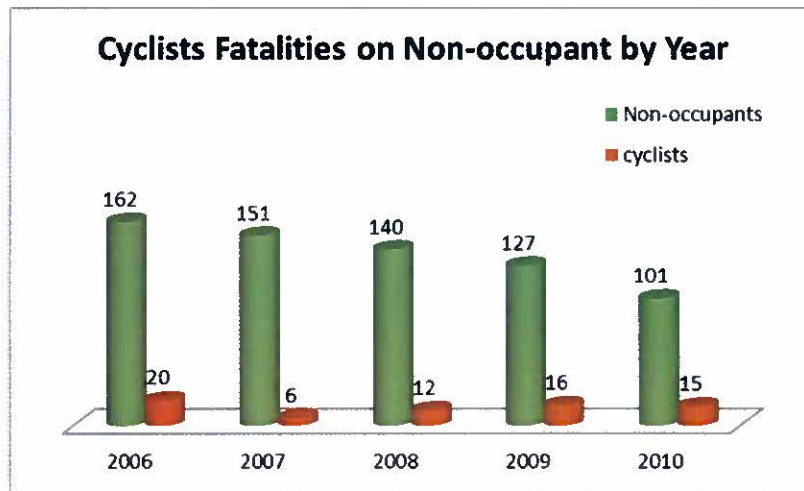
Studies have shown that in order to prevent fatalities, efforts must be directed to earliest age range and reduce onset behavior. Therefore, preparing elementary school children on safe driving, pedestrian and cyclist safety regulations can result in safer pedestrians and other non-occupants in the future. Raising awareness on senior population can have an impact on the immediate problem.







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



### Performance Goals

- Reduce non-occupant fatalities by 5%, from 118 in 2010 to 112
- Reduce cyclist fatalities by 20%, from 15 in 2010, to 12
- Conduct educational campaigns on pedestrian and bicycle safety as well

### Performance Measures

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



## Strategies

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

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

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

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

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

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

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

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



## Drivers Education DE 09

### Overview

Driver education has been taught for years. Over time it has become a staple of the driving process and is well accepted by the public as a primary method of teaching drivers the rules of the road and driving skills. During 2010 there were 17 fatalities involving commercial trucks. It is vitally important to constantly reassess existing safety measures to new drivers, commercial motor carrier drivers, and school bus drivers.

FATALITIES IN CRASHES INVOLVING COMMERCIAL TRUCKS	
YEAR	TOTAL FATALITIES
2006	33
2007	23
2008	31
2009	21
2010	17
<b>TOTAL</b>	<b>125</b>

### Performance Goals

- Reduce fatalities involving commercial vehicles by 18%, from 17 in 2010 to 14
- Conduct training and educational seminars on operating commercial vehicles and traffic safety measures

### Legislative Goals

- Legislation to establish mandatory drivers education for high school students

### Performance Measures

- Number of fatalities involving commercial vehicles and school buses
- Number of courses given
- Number of drivers reached

### Strategies

#### DE-09-XX

PRTSC is working to develop and fund projects under this program area.





## Emergency Medical Services EM 10

### Overview

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An effective and efficient EMS system is recognized as a necessary component of a comprehensive traffic safety program. Lack of coordination between the EMS Central Agency, Municipal EMS systems, private providers, and volunteers is affecting efficiency and effectiveness of the response time to the traffic medical emergency. To address this problem, an EMS summit is planned where all of the stakeholders can meet, identify problems and agree on solutions in order to understand the physical and physiological aspects of the consequences of traffic crashes, and will widen the knowledge of those providing services to the traffic safety programs.

### Performance Goals

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- Hold an EMS summit

### Performance Measures

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- Problems and solutions identified at summit

### Strategies

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- **EM-10-11 EMS Strategic Coordinator-PRTSC**

A liaison at PRTSC is recommended. Personnel salaries and benefits, state and local travel, training, materials, and other related expenses will be funded.

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

Materials, convention center, and other expenses related to the summit will be funded.



## Traffic Engineering TE 11

### Overview

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



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



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

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

Time frames for implementing improvements depend on the nature and scope of the projects. Larger projects require compliance with agencies bidding procedures. Additional involvement in training of different safety issues (work zone, pedestrian, geometric design, etc.) by initiative of the Road Safety Audit Division contributes to our educational efforts.

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

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

### **Performance Goal**

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



### Performance Measures

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- Percent of hazard elimination construction funds liquidated
- Number and cost of roadside improvement projects implemented
- Number and cost of projects implemented
- Number of Impact Team projects completed

### Strategies

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- **TE-11-01 Special Safety Projects – DOTPW**

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

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

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

- **TE-11-10 Roadside Safety Audit Team - PRHTA**

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





- **TE-11-13 Special Safety Projects - PRHTA**

Large projects are grouped under this project number. These include but are not limited to: Roadside improvements (Impact attenuators, barriers and obstacle removal), traffic signal installation, pavement marking, signing, delineation and geometric improvements. Also, the project will reimburse design costs for larger safety projects.

- **TE-11-14 Special Safety Projects – Municipalities**

Engineering evaluations from the transportation agencies identify high crash locations or hazardous roads in state and municipal roads. The Puerto Rico Municipalities may develop safety projects in their highway system based in the recommendations of the transportation agencies. Roadside improvements (Impact attenuators, barriers and obstacle removal), traffic signal installation, pavement marking, signing, delineation and geometric improvements should be included in the safety projects.





## Paid Media PM 12

### Overview

Paid Media Efforts are an essential element to achieve a successful mobilization, and to spread our education missive. With Paid Media we assure that our message is delivered to the target audience, in accordance to our education program. Table XVII shows the Paid Media Projects and the campaign advertisement used for each campaign. This is possible by having in consideration two elements: (1) The identification of our target group in every program, which is recognized through the statistics data, and (2) the continuous repetition of the message, which resumes in frequency strategy. Frequency strategy is obtained by disseminating our educational message in National and Regional Medias.

### Performance Goals

- Accomplish that Target Market rigorously adopts the road safety message and make it part of their lifestyle
- Increase recognition of the PRTSC message
- Effective positive change in attitudes toward our traffic safety measures
- Continue to obtain Earned Media bonuses

### Performance Measures

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

### Strategies

- Focus our message accordingly to target of each campaign.
- TV, Radio, Press, Magazine, Internet, Outdoor Media, among others, to implement our message, which have work successfully.
- Attain more exposition in other alternative media for that innovator public that cannot be reached throughout the traditional media, such as radio or press.
- Increase Earned Media: TV and Radio bonus spots, Editorials in Newspapers, Magazines, other printed media, and exposition through TV and Radio interviews.



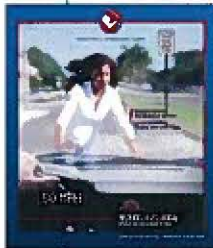
### PAID MEDIA PROJECTS AND EDUCATIONAL MATERIALS



PM 12-01  
IMPAIRED DRIVING CAMPAIGN



PM 12-02  
YOUTH IMPAIRED DRIVING CAMPAIGN



PM 12-03  
SPEED AND AGGRESSIVE DRIVING CAMPAIGN

PM 12-06  
CHILD RESTRAINT AND FITTING STATION CAMPAIGN



PM 12-07  
SAFETY BELT CAMPAIGN

PM 12-10  
PEDESTRIAN SAFETY CAMPAIGN



PM 12-12  
MOTORCYCLE SAFETY CAMPAIGN

[www.comisionparalaseguridadeneltransito.com](http://www.comisionparalaseguridadeneltransito.com)





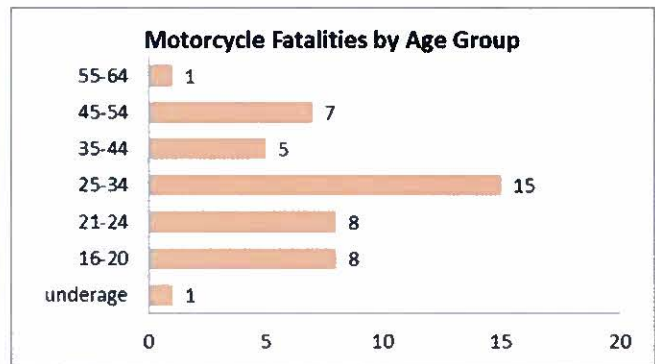
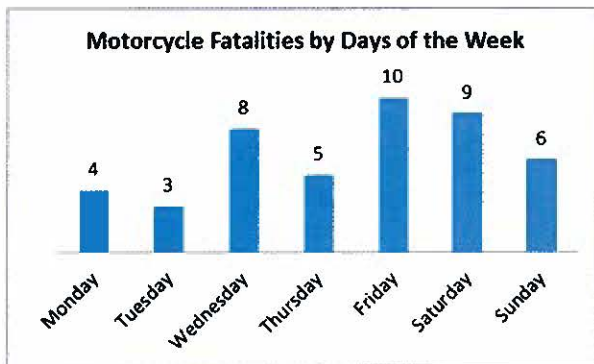
## Motorcycle Safety MC 13

### Overview

Recent data indicates that in Puerto Rico, total motorcycle registrations have increased as well as fatal crashes involving motorcycles. With changes of the law for motorcyclist a significant reduction has been observed in motorcycles fatalities. During 2010 a total of 45 motorcyclist fatalities were reported, showing a reduction of 15% compared to the previous year.

MOTORCYCLE REGISTRATIONS BY YEAR		
YEAR	REGISTRATIONS	TOTAL
2006	24,553	148,456
2007	9,325	157,781
2008	3,227	161,008
2009	1,374	163,857
2010	1,094	164,951

Data also reveals that 44% of these fatal crashes occurred during weekends. The day of the weekend with the highest motorcycle fatalities in Puerto Rico for year 2010 was Friday, with a total of 10 fatalities. It also revealed that our major problem with motorcycle fatalities is between the 20-29 age range. Even though there has been a slight reduction in fatalities throughout the years, during 2010 that age group (20-29) had a total of 17 fatalities. Recent data also indicates that motorcyclist fatalities by type of motorcycle are as follow: scooters with 17 fatalities or 38% of the total, sport bikes with 21 fatalities or 47 % of the total, and cruisers, with 7 fatalities or 16 % of the total.







Although we have a sever law for motorcyclists riders, and proper gear must be used at all time, statistics reflects from years 2006 to 2009 that the highest number of fatalities occurred with un-helmeted or not compliance helmets usage. In 2010 Observational surveys show that around 85% motorcyclists riders use the DOT approved helmets.

MOTORCYCLE FATALITIES BY HELMET USAGE					
Year	Total	Helmeted	Un-helmeted	Unknown Helmet Use	Percent Known Helmeted*
2006	115	50	65	0	43%
2007	94	29	65	0	31%
2008	78	28	50	0	36%
2009	53	17	36	0	32%
2010	45	8	37	0	18%

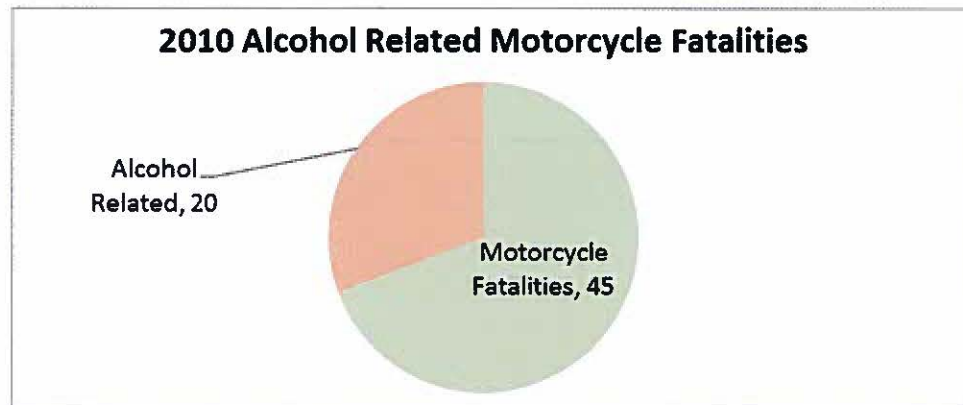
\*Percent Based Only Where Helmet Use Was Known.

During this year PRTSC is planning to start a new project, which consists in an exchange of helmets. Motorcyclist will hand in their un-approved "binnie" helmets (which some people still using) and we will exchange it for a DOT approved helmet. This helmet is very similar to the "binnie" helmets, but meets the FMVSS218 regulations. Hopefully this will motivate motorcyclist in using the proper gear.

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



PI&E campaign materials directed to motorists and motorcyclists on how to share the road, as well as motorcyclist safety have been developed, but driving a motorcycle while intoxicated has become an issue in Puerto Rico. We also establish a .02% BAC law for motorcyclist. They will continue to be distributed.



Motorcycle safety in Puerto Rico suffers from many deficiencies. Among these, PRTSC identified motorcycle road hazards from a study conducted by the University of Puerto Rico, Mayagüez Campus. We plan to develop signs and a hazard elimination project.

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

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





### Performance Goals

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- Reduce Motorcycle fatalities by 10% from 45 in 2010 to 40 by 2011

### Performance Measures

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

### Legislative Goals

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- Legislation requiring written and road test before issuing motorcycle license or endorsement

### Strategies

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

Training for instructors using the MSF curriculum will be provided. Funding for local and stateside training and travel is included. Also the MSF basic rider course is been given to the military at Camp Santiago Training Site in Salinas National Guard Base.

- **MC-13-04 Motorcycle Enforcement and Training - PRPD**

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



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

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

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

The new approved law requiring written and road testing for a motorcycle license endorsement will also provide for rider training. In order to gear up for the demand, Rider Coaches must be developed and certified ranges must be established. The DMV already has four ranges in Puerto Rico, but DMV and Municipalities have identified potential sites and are being evaluated for certification of four additional four. At the present, there are one Rider Coach, trained in New York back in 2005, and he have trained DMV examiners and have given training to rider groups. Efforts will be made to have them become examiners Instructors with the ability to certify motorcyclist in Puerto Rico. Funding will help establish the training sites with equipment, materials, supplies and training expenses for the Rider Coaches.

- **MC-13-09 Motorcycle Safety Mass Media Campaign – PRTC**

PI&E is a necessary component to support this program. This project will fund the production of TV, Radio and Newspapers advertisement. It will be used for office material, contractual services, as well as state and local travel. Also, it will fund the cost of purchase, rent and maintenance of equipment.







**COMISIÓN PARA LA  
SEGURIDAD EN EL TRÁNSITO**  
GOBIERNO DE PUERTO RICO

*State Certifications  
NHTSA 8/19/11  
Appendix I*

**STATE CERTIFICATIONS AND ASSURANCES**

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

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

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





## **Certifications and Assurances**

### **Section 402 Requirements**

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

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

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

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

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

- **National law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**



- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**
- **(23 USC 402 (b)(1)(E));**

**The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 USC 402(I)).**

### **Other Federal Requirements**

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

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

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





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

### **Federal Funding Accountability and Transparency Act (FFATA)**

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward 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-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and(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.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 *et seq.*), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.



**The Drug-free Workplace Act of 1988(41 U.S.C. 702):**

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  - 1. The dangers of drug abuse in the workplace.
  - 2. The grantee's policy of maintaining a drug-free workplace.
  - 3. Any available drug counseling, rehabilitation, and employee assistance programs.
  - 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
  - 1. Abide by the terms of the statement.
  - 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.





- e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
  - 1. Taking appropriate personnel action against such an employee, up to and including termination.
  - 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

### **BUY AMERICA ACT**

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

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



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

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

## **CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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







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

### **RESTRICTION ON STATE LOBBYING**

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

### **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

#### Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.





3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.



8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

- (1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
  - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
  - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;



- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
  - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
- (2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

### Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to 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*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.





5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions (See below).
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.



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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal 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.

**POLICY TO BAN 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:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
  - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
  - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
  - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
  - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.



**ENVIRONMENTAL IMPACT**

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

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**Rubén A. Hernández Gregorat, MEM, PE**  
**Governor's Representative for Highway Safety**

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**Puerto Rico**

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**State or Commonwealth**

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**2011-2012**

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**for Fiscal Year**

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**August 31, 2011**

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**Date**











## 2012 Highway Safety Plan Funding Source

### Impaired Driving AL 01

- **AL-01-01 DWI Patrol Units –PRPD (154AL, 164AL, 410)**
- **AL-01-02 Breath Testing Unit –PRPD (154AL, 410)**
- **AL-01-04 Chemical Analysis Unit - Health Department (164AL)**
- **AL-01-05 Judicial Training Program - Courts Administration (164AL)**
- **AL-01-06 Special DWI Prosecutor Unit - Department of Justice (164AL)**
- **AL-01-12 Impaired Driving Mass Media Campaign – PRTSC (164AL)**
- **AL-01-13 Impaired Driver Coordinator-PRTSC (154AL)**
- **AL-01-22 Paid Media Evaluation-Consultant (154AL)**
- **AL-01-23 Luis A. Señeriz Foundation (154AL)**

### Youth Impaired Driving YA 02

- **YA-02-02, YA-02-05, YA-02-10, YA-02-14, YA-02-21, YA-02-26, YA-02-17 FIESTA - University of Puerto Rico (154AL)**
- **YA-02-03 FIESTA III – Police Athletic League of San Juan (154AL)**
- **YA-02-15 FIESTA CREATIVOS- Hogar Crea, Inc. (154AL)**
- **YA-02-16 FIESTA CATOLICA PONCE – Catholic University of Ponce (154AL)**
- **YA-02-18 Youth Mass Media Campaign – PRTSC (154AL)**
- **YA-02-20 FIESTA X- Youth Affairs Office (154AL)**
- **YA-02-25 FIESTA UMET - Metropolitan University of Puerto Rico (154AL)**



**Police Traffic Services  
PT 03**

- **PT-03-00 Speed & Aggressive Driving Surveys – PRTSC (402)**
- **PT-03-01 Speed Enforcement- PRPD (402)**
- **PT-03-02 Traffic Police Training –PRPD (402)**
- **PT-03-03 Police Programs Coordinator – PRTSC (402)**
- **PT-03-14 Speed and Aggressive Driving Mass Media – PRTSC (402)**
- **PT-03-19 Traffic Patrol Overtime (405OP)**
- **PT-03-27 Municipal and PRPD Police Training – PRTSC (402)**
- **PT-03-44 Crash Investigation Training -PRPD Criminal Justice University (402)**
- **PT-03-85 Crash Investigation - Institute of Forensic Sciences (402)**
- **PT-03-XX Municipal Police Traffic Enforcement (154AL, 164AL, 410, 405OP)**

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



**Planning and Administration  
PA 04**

- **PA-04-02 Evaluate HSP Tasks-PR TSC (402)**
- **PA-04-07 Evaluate HSP Tasks-PR TSC (154PA)**
- **PA-04-12 Evaluate HSP Tasks-PR TSC (164PA)**
- **PA-04-03 Administer Program-PR TSC (402)**
- **PA-04-08 Administer Program-PR TSC (164PA)**
- **PA-04-09 Administer Program-PR TSC (154PA)**
- **PA-04-10 Administer Program-PR TSC (Not to be used)**

**Occupant Protection  
OP 05**

- **OP-05-02 Observation Surveys – PR TSC (402)**
- **OP-05-03 Occupant Restraint Coordinator – PR TSC (402)**
- **OP-05-04 Occupant Protection Mass Media Campaign – PR TSC (402)**
- **OP-05-22 Occupant Protection Mass Media Campaign – PR TSC (402, 405OP)**
- **OP-05-27 CPST Training – PR TSC (402, 405OP)**
- **OP-05-29 Observational, Knowledge and Attitude Surveys – PR TSC (402, 405OP)**
- **OP-05-39 Fitting Stations - PR Fire Department (402, 405OP)**



**Community Programs  
CP 06**

- **PT-06-XX Community Programs (402)**

<b>COMMUNITY PROGRAMS</b>			
<b>Code</b>	<b>Program</b>	<b>Code</b>	<b>Program</b>
<b>CP-06-02</b>	Juncos	<b>CP-06-18</b>	Humacao
<b>CP-06-04</b>	Luquillo	<b>CP-06-19</b>	Juana Díaz
<b>CP-06-06</b>	Florida	<b>CP-06-20</b>	Lares
<b>CP-06-07</b>	Morovis	<b>CP-06-21</b>	Isabela
<b>CP-06-09</b>	Caguas	<b>CP-06-22</b>	Sabana Grande
<b>CP-06-14</b>	Ponce	<b>CP-06-23</b>	Trujillo Alto
<b>CP-06-15</b>	Barceloneta	<b>CP-06-28</b>	San Germán
<b>CP-06-16</b>	Comerio	<b>CP-06-29</b>	Naranjito
<b>CP-06-17</b>	Toa Alta	<b>CP-06-43</b>	Lajas

**Traffic Records  
TR 07**

- **TR-07-01 Traffic Records Data Processing and Analysis Coordinator – PRTSC (408)**
- **TR-07-07 Traffic Records Assessment – PRTSC (408)**
- **TR-07-10 Data Capture – PRTSC, DOTPW (408)**
- **TR-07-11 Point System – PRTSC, DOTPW (408)**
- **TR-07-XX Electronic Ticket – PRTSC, DOTPW( 408)**





**Non-Occupant Protection  
PS 08**

- **PS-08-01 Non Occupant Coordinator – PRTSC (402)**
- **PS-08-02 Traffic Safety Education Park – PRTSC (402)**
- **PS-08-03 Non Occupant Mass Media Campaign – PRTSC (402)**
- **PS-08-11 Traffic Safety Education Park – Caguas (402)**

**Drivers Education  
DE 09**

**DE-09-XX (402)**

**Emergency Medical Services  
EM 10**

- **EM-10-11 EMS Strategic Coordinator-PRTSC (402)**
- **EM-10-20 EMS Summit-PRTSC (402)**

**Traffic Engineering  
TE 11**

- **TE-11-01 Special Safety Projects – DOTPW (154HE, 164HE)**
- **TE-11-02 Impact Team – PRTSC (164HE)**
- **TE-11-10 Roadside Safety Audit Team – PRHTA (164HE)**
- **TE-11-13 Special Safety Projects – PRHTA (154HE, 164HE)**
- **TE-11-14 Special Safety Projects – Municipalities (154HE, 164HE)**



**Paid Media  
PM 12**

- **PM-12-01 Impaired Driving Campaign – PRTSC (154PM, 164PM, 410)**
- **PM-12-02 Youth Impaired Driving Campaign – PRTSC (154PM, 164PM)**
- **PM-12-03 Speed and Aggressive Driving Campaign – PRTSC (402)**
- **PM-12-06 Child Restraint and Fitting Station Campaign – PRTSC (402, 405OP)**
- **PM-12-07 Safety Belt Campaign – PRTSC (402, 405OP)**
- **PM-12-10 Pedestrian Safety Campaign – PRTSC (402)**
- **PM-12-12 Motorcycle Safety Campaign – PRTSC (402)**
- **PM-12-12 Motorcycle Share the Road Safety Campaign – PRTSC (402, 2010)**

**Motorcycle Safety  
MC 13**

- **MC-13-03 Motorcycle Safety Training – PRTSC (402, 2010)**
- **MC-13-04 Motorcycle Enforcement and Training – PRPD (402)**
- **MC-13-06 Motorcycle Safety Coordinator and Public Information Campaign – PRTSC (402)**



**GOVERNMENT OF PUERTO RICO  
HIGHWAY SAFET STRATEGIC PLAN  
FFY 2012  
CORE OUTCOME AND BEHAVIORAL MEASURES**

		2007	2008	2009	2010	2011*	Goal 2012
1	<b>Number of Fatalities</b>	452	406	365	340	218	300
	<i>3-year moving average</i>	472	453	407	370	308	
2	<b>Number of Serous Injuries</b>	41,341	38,448	36,965	35,530	32,589	30,000
	<i>3-year moving average</i>	41,830	40,367	38,918	36,981	35,028	
3	<b>Fatalities por 100 Million VMT</b>	2.35	2.08	1.92	1.83	1.64	1.62
	<i>3-year moving average</i>	2.43	2.33	2.11	1.94	1.80	
	<i>Rural fatalities per 100 million VMT</i>	1.16	1.05	1.17	0.90	0.88	0.86
	<i>3-year moving average</i>	1.22	1.17	1.12	1.04	0.98	
	<i>Urban fatalities per 100 million VMT</i>	1.19	1.00	1.16	0.96	0.76	0.75
	<i>3-year moving average</i>	1.25	1.16	1.11	1.04	0.96	
4	<b>Number of unrestrained passenger vehicle occupant fatalities</b>	119	90	104	64	48	55
	<i>3-year moving average</i>	124	111	104	86	72	
5	<b>Number of alcohol-impaired driving fatalities</b>	91	89	59	52	11	40
	<i>3-year moving average</i>	90	87	80	67	41	
6	<b>Number of speeding-related fatalities</b>	228	162	156	135	42	125
	<i>3-year moving average</i>	222	203	182	151	111	
7	<b>Number of motorcyclist fatalities</b>	111	78	53	45	27	40
	<i>3-year moving average</i>	85	93	81	59	42	
8	<b>Number of unhelmet motorcyclist fatalities</b>	65	50	36	37	10	20
	<i>3-year moving average</i>	61	60	50	41	28	
9	<b>Number of drivers age 20 or younger involved in fatal crashes</b>	89	51	48	49	25	40
	<i>3-year moving average</i>	82	75	63	49	41	
10	<b>Number of pedestrian fatalities</b>	144	127	109	101	66	75
	<i>3-year moving average</i>	139	137	127	112	92	
	<b>Observed seat belt use</b>	92.1%	90.5%	90.6%	no	in process	92%
	<i>3-year moving average</i>	92.4%	92%	92.3%	survey		

\* Data on FARS up to May 2011

Sources: FARS is the source for all the Core outcome Measures with the exception of serious injuries (C2) and VMT (C3). The source for C2 is Automobile Accident Compensation Administration (ACAA) and the VMT is provided by the Highway System Office.

