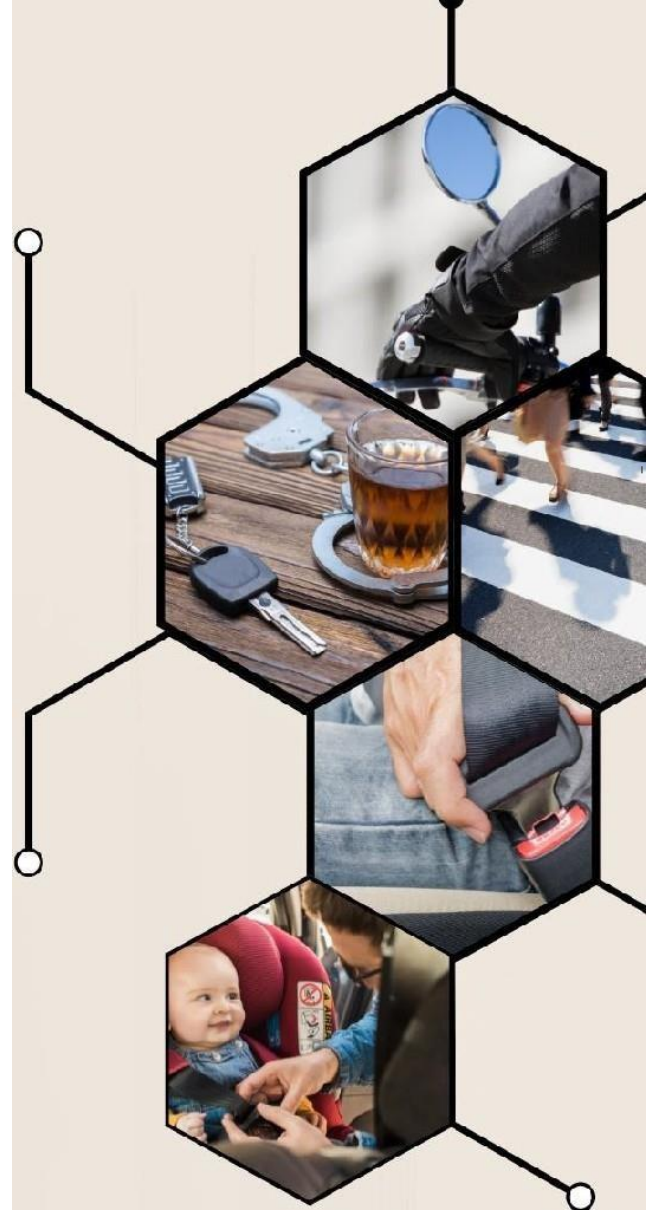


ANNUAL GRANT APPLICATION FFY 2025



Hon. Pedro Pierluisi-Urrutia
Governor of Puerto Rico



Eileen M. Velez-Vega, PE
Secretary of the Department of
Transportation and Public Works

Mr. Luis A. Rodríguez-Díaz
Executive Director



GOBIERNO DE PUERTO RICO
TRAFFIC
SAFETY
COMMISSION



August 1st, 2024
Revised Sept 6th, 2024



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Program Area: Impaired Driving

Updates to Triennial Highway Safety Plan (3HSP) by Program

Countermeasure Strategy for Programming Funds

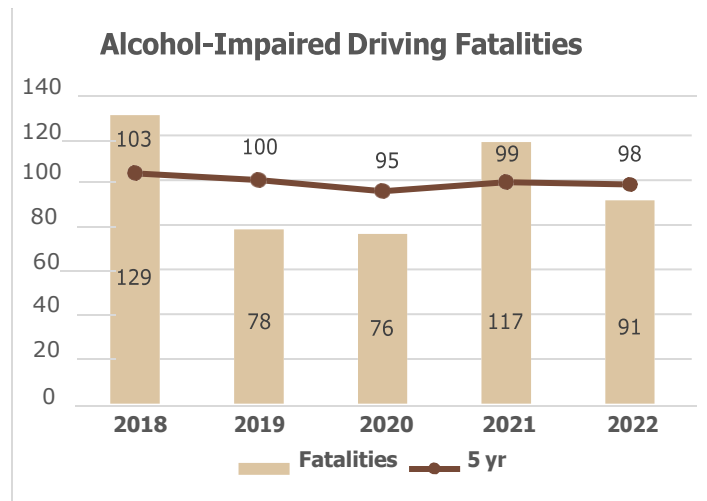
Puerto Rico developed eight comprehensive countermeasure strategies for the Impaired Driving Program area in the FFY 2024-2026 Triennial HSP. These well-thought-out strategies effectively address the issues identified in the problem identification process and guide the implementation of targeted projects.

- Strategy ID-1: Alcohol Screening for Prosecutorial Evidence
- Strategy ID-2: Prosecution and Adjudication of DWI Offenders
- Strategy ID-3: Enforcement of Impaired Driving Laws
- Strategy ID-4: Victims Impact Panel for DWI Offenders
- Strategy ID-5: DWI Offender Treatment, Monitoring, Control
- Strategy ID-6: Drugged Driving
- Strategy ID-7: Promoting Alcohol Retailing Practices
- Strategy ID-8: Highway Safety Office Program Management (ID)

Performance Measure and Target

One performance measure was established for the Impaired Driving Program. Below is the performance target for the measure and an evaluation of the progress made toward achieving this target:

Performance Measure	C-5 Alcohol-Impaired Driving Fatalities (FARS)
Performance Target	Reduce alcohol-impaired driving fatalities by 3.5% from 98.6 (2017-2021 RA) to 95.1 (2022-2026 RA) by 2026.
Assessment of Progress	The alcohol impaired driving fatalities 5 yr. rolling average showed a slight downward trend reduction, suggesting that the target of 95.1 established for 2026 is on track to be met.



Problem Identification Related to Targets That Are Not on Track to Be Met

After analyzing the 2022 traffic data, alcohol impaired driving fatalities showed a 22% reduction when compared to 2021. Recent analyses were conducted using the FARS data with the following findings:

- Gender data analysis for impaired driving fatalities for year 2022 shows an average of 93% of male fatalities and 7% female fatalities.
- Analysis by age group for year 2022 shows that 70% of impaired driving fatalities were in age group 25-49, 13% in age groups 50+, and 11% in age group 16-24. Older drivers 63+ years old and older, reported 6% of total impaired driving fatalities.
- On year 2022, 74% of alcohol impaired driving fatalities occurred at nighttime from 6:01PM to 6:00 AM.
- 69% were drivers and 31% motorcyclists.
- 91% had a BAC of .08%+.
- 87% of impaired drivers who died were unrestrained.
- 86% of impaired motorcycle riders killed were un-helmeted.
- 49% alcohol impaired driving fatalities also presented a speeding factor.

In addition, a comparative analysis of drug impaired driving and alcohol impaired driving 2022 fatalities was conducted with the following highlights:

- Both drug impaired driving and alcohol impaired driving fatalities show a similar pattern with higher incidence during the night, particularly between 6:01 PM and 12:00 AM (41% for both drugs and alcohol). However, alcohol impaired driving fatalities occur more frequently during the early morning hours (33% compared to 27% for drugs).
- Alcohol impaired driving fatalities are significantly higher on weekends (57% combined for Friday and Saturday) compared to drug impaired driving fatalities (46% combined for Friday and Saturday). Drug impaired driving fatalities are more evenly distributed throughout the week.
- The use of seat belts and helmets is considerably lower in alcohol impaired driving fatalities compared to drug impaired driving fatalities. This may indicate a general lack of adherence to safety measures among intoxicated drivers.
- Both alcohol impaired driving and drug impaired driving fatalities exhibit a high incidence of speeding, but the proportion is slightly higher for alcohol impaired driving cases (49% compared to 45% for drugs).
- Both drug impaired driving and alcohol impaired driving fatalities are heavily represented in the 25-36 age group, but alcohol impaired driving fatalities also show a significant number in the 37-49 age group. This suggests that while both age groups are at higher risk, alcohol impaired driving fatalities have a broader age range.
- Drug impaired driving fatalities show a wide variety of substances, but 73% have a BAC of .08% or higher, which may suggest that drivers under the influence of drugs were also significantly intoxicated with alcohol.

Adjustments to Countermeasure Strategies for Programming Funds

The following adjustments will be made to selected strategies in Puerto Rico's FFY 2024-2026 Triennial HSP to support reductions in impaired driving fatalities in motor vehicle crashes. Additionally, one strategy was eliminated because it could not be developed as planned.

- **Strategy ID-2: Prosecution and Adjudication of DWI Offenders - Adjustment**
 - *During the past two years, more and more alcohol related traffic crashes had been attracting public's attention and generating opinion due in part of high relevance cases involving artists, women with high BAC levels, lower court's dismissal and Supreme Courts overruling those decisions. Social media has become a platform for*

many journalists and influencers to deepen in the tragedies and sometimes unjust sentences related with impaired driving cases. Therefore, a necessity to train traffic police officers to engage with the media has been spotted. It has been observed that many police officers feel pressured by the press to answer questions about what caused the crash. Too often police officers make judgment or adjudicate responsibilities before the investigation is complete, blaming the victims which create confusion, anger and frustration among victims' family and the general public. In addition, those remarks can be use by the defense attorney of the accused.

- To address this issue, Project DWI Prosecution Enhancement and the TSRP in conjunction with the PRTSC, will coordinate and conduct at least two workshops for police officers to teach them skills to manage the press and to provide information without conclusive statements or the risk to upset victims/survivors while a traffic crash is being under investigation.
- **ID-3: Enforcement and Equipment of Impaired Driving Laws- Adjustment**
 - New efforts to open communication channels with the PRPD management to resume roadblocks will be commence in January 2025 when the new administration take over.
- **Strategy ID-6: Drugged Driving - Adjustment**
 - PRTSC management recommended to start new talks with the Puerto Rico Mental Health and Anti Addiction Administration to coordinate the possibility to establish a drug testing laboratory within that agency.
- **Strategy ID-7: Promoting Alcohol Retailing Practices – Eliminate**
 - Lack of performance during FFY 2022 and a poorly written project proposal prevented a recommendation for FFY 2023.

Changes to Performance Plan

No new performance measures have been added in the Impaired Driving Program.

Project and Subrecipient Information

Project Name	Impaired Driving Overtime Enforcement
Project Description	Short term high visibility alcohol Impaired Driving Mobilizations will be conducted during high alcohol consumption periods. PRPD will participate in five (5) impaired driving enforcement mobilizations. Currently, enforcement activities are limited to alcohol impaired driving due to limitations in the detection and chemical analysis of drivers under the influence of drugs. As soon as a drug screening and detection laboratory is established and functioning, the police enforcement scope will be broadened to add drug impaired driving detection and intervention. Costs include overtime hours, fringe benefits, specialized equipment purchases, training, equipment repair and maintenance, and other related costs.



IMPAIRED DRIVING MOBILIZATIONS FY 2025	
DATES	DESCRIPTION
Thanksgiving Crackdown November 22nd @ December 1st , 2024	Thanksgiving that usually is a small hiatus before the winter holiday season and the beginning of festivities in the Island.
Winter Holidays Crackdown December 13th @ January 1st, 2025	This covers the Holidays Season, which in PR extends up to January. An increased in alcohol consumption characterized this season.
Easter Crackdown April 16th @ 21st , 2025	Easter Festivities/Spring Break- Schools, colleges, agencies close during the week and a high consumption of alcohol is observed although some religious traditions are still practice.
Summer Crackdown June 27th @ July 7th, 2025	July is considered the pinnacle of summer and a synonym of vacations. During the hot days most population hit the beaches, rivers and recreational centers. There is a tendency to increase alcohol consumption during the long days and nights.
Labor Day Crackdown August 15 @ September 1st, 2025	August is back to school and routine. Hurricane season is at its peak during August and September and people tend to consume alcohol to cope with stress. In addition, Labor Day weekend is the last summer holiday and celebrations with alcohol are always present.

Performed Location	Island-wide	
Federal funding source (s)	BIL 164 Transfer Funds	
Project Agreement Number	25-01-01	
Subrecipient(s)	Traffic Bureau, Puerto Rico Police Department	
Organization type	State Agency, Law Enforcement	
Amount of Federal Funds	\$300,000.00	
Eligible Use of Funds		GTS Code
	Alcohol Enforcement	ENF_AL
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	ID-3: Enforcement and Equipment of Impaired Driving Laws	



Project Name	Impaired Driving Overtime Enforcement													
Project Description	Four short term high visibility alcohol Impaired Driving Mobilizations will be conducted in coordination with Municipal Police throughout Puerto Rico to participate in four (4) alcohol impaired driving enforcement mobilizations.													
	<table border="1"> <thead> <tr> <th colspan="2">ALCOHOL IMPAIRED DRIVING MOBILIZATIONS FY 2025 PROJECT 25-01-XX MUNICIPALITY POLICE</th> </tr> <tr> <th>DATES</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td>Thanksgiving Crackdown November 22nd @ December 1st , 2024</td> <td>Mobilization will start the week before Thanksgiving that usually is a small hiatus before the winter holiday season and the beginning of festivities in the Island.</td> </tr> <tr> <td>Winter Holidays Crackdown December 13th @ January 1st, 2025</td> <td>This covers the Holidays Season, which in PR extends up to January. An increased in alcohol consumption characterized this season.</td> </tr> <tr> <td>Easter Crackdown April 16th @ 21st , 2025</td> <td>Easter Festivities/Spring Break- Schools, colleges, agencies close during the week and a high consumption of alcohol is observed although some religious traditions are still practice.</td> </tr> <tr> <td>Summer Crackdown June 27th @ July 7th, 2025</td> <td>July is considered the pinnacle of summer and a synonym of vacations. During the hot days most population hit the beaches, rivers and recreational centers. There is a tendency to increase alcohol consumption during the long days and nights.</td> </tr> </tbody> </table>		ALCOHOL IMPAIRED DRIVING MOBILIZATIONS FY 2025 PROJECT 25-01-XX MUNICIPALITY POLICE		DATES	DESCRIPTION	Thanksgiving Crackdown November 22nd @ December 1st , 2024	Mobilization will start the week before Thanksgiving that usually is a small hiatus before the winter holiday season and the beginning of festivities in the Island.	Winter Holidays Crackdown December 13th @ January 1st, 2025	This covers the Holidays Season, which in PR extends up to January. An increased in alcohol consumption characterized this season.	Easter Crackdown April 16th @ 21st , 2025	Easter Festivities/Spring Break- Schools, colleges, agencies close during the week and a high consumption of alcohol is observed although some religious traditions are still practice.	Summer Crackdown June 27th @ July 7th, 2025	July is considered the pinnacle of summer and a synonym of vacations. During the hot days most population hit the beaches, rivers and recreational centers. There is a tendency to increase alcohol consumption during the long days and nights.
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Performed Location	Municipalities throughout the Commonwealth													
Federal funding source (s)	BIL 164 Transfer Funds													
Project Agreement Number	25-01-XX													
Subrecipient(s)	Municipalities													
Organization type	Municipal Polices, Local Law Enforcement													
Amount of Federal Funds	\$280,000.00													
Eligible Use of Funds		GTS Code												
	Alcohol Enforcement	ENF_AL												
Planning and Administration	No													
Whether the project is a promised project	No													

The countermeasure strategy or strategies for programming funds

ID-3: Enforcement and Equipment of Impaired Driving Laws

Project Name	Impaired Driving Prosecution Enhancement	
Project Description	<p>The prosecution and adjudication of DWI offenders is an evidence-based countermeasure strategy framed according to NHTSA’s Uniform Guidelines for State Traffic Safety Programs, Guideline 8. With a comprehensive approach to addressing impaired driving problems, these countermeasure strategies, along with the funded planned activities, have contributed to achieving performance targets and increasing guilty pleas in courts.</p> <p>For FFY 2025, Project DWI Prosecution Enhancement will continue to serve all 13 court jurisdictions, reinforcing those with the most cases. The administrative staff will ensure the uninterrupted operation of the Unit, providing approximately 30,000 prosecution hours and 10 auxiliaries. The TSRP will also continue to offer training for prosecutors, state and municipal traffic police, and other traffic safety stakeholders throughout the island.</p> <p>The costs associated with this project include reimbursement for hours worked by 20 prosecutors conducting eligible highway traffic safety activities, a proportional share of fringe benefits, auxiliaries' salaries and fringe benefits, contractual services, office supplies, DWI highway traffic safety trainings, travel expenses, equipment, and other related costs. It is worth noting that state salaries have been adjusted to account for the cost of living.</p> <p>Through the continued implementation of Project DWI Prosecution Enhancement, the goal is to keep improving DWI prosecution efforts and contribute to overall road safety by deterring impaired driving and ensuring accountability for DWI offenders.</p>	
Performed Location	Court Jurisdictions: Ponce, Caguas, San Juan, Carolina, Mayagüez, Aguadilla, Fajardo, Guayama, Aibonito, Bayamón, Arecibo, Utuado and Humacao	
Federal funding source (s)	BIL 154 Transfer Funds	
Project Agreement Number	25-01-06	
Subrecipient(s)	Puerto Rico Department of Justice	
Organization type	State Agency	
Amount of Federal Funds	\$1,976,181.00	
Eligible Use of Funds		GTS Code
	DUI Courts and Support	DUI_AL
Planning and Administration	No	



Whether the project is a promised project	Yes
The countermeasure strategy or strategies for programming funds	ID-2: Prosecution and Adjudication of DWI Offenders

Project Name	Program and Services Coordination Officer (Impaired Driving)	
Project Description	<p>Based on NHTSA Uniform Traffic Safety Program Guidelines, the Project Impaired Driving Program and Services Coordination Officers oversee the Puerto Rico Impaired Driving Program. The program aims to reduce impaired driving fatalities by ensuring efficient use of resources, evaluating performance and projects, and providing technical assistance. It promotes awareness among road users of the dangers and consequences of DWI and encourages law enforcement efforts and coordination.</p> <p>For FFY 2025, the Impaired Driving Program will continue coordinating prevention strategies with law enforcement agencies and public and private entities such as the Department of Justice, DWI Special Prosecution Project, Mental Health and Anti-Addiction Administration, FIESTA Projects, Underage Drinking Prevention Projects, MADD, and the Alcohol Toxicology Lab, among others. Additionally, a collaboration with the Courts Administration will be sought to provide at least two judges' training sessions about alcohol, drugs, and impaired driving.</p> <p>Tasks will include, but are not limited to, reviewing and evaluating Quarterly Project Reports, revising and evaluating changes to the Detailed Plan/Budget (which may be approximately 50 or more per year), coordinating and evaluating five overtime mobilizations, providing technical assistance and support, and working on the 3HSP, Annual Grant Application, Grants, Annual Report, project proposal evaluations, performance evaluations, etc.</p> <p>Costs will include salaries and benefits, contractual services, supplies, out-of-state and local travel, and other direct costs.</p>	
Performed Location	State Highway Safety Office	
Federal funding source (s)	BIL 405d Impaired Driving High	
Project Agreement Number	25-01-13	
Subrecipient(s)	Puerto Rico Traffic Safety Commission	
Organization type	State Agency	
Amount of Federal Funds	\$190,000.00	
Eligible Use of Funds		GTS Code
	405d High ID Coordinator	M4IDC
Planning and Administration	No	



Whether the project is a promised project	No
The countermeasure strategy or strategies for programming funds	ID-8: Highway Safety Office Program Management - ID

Project Name	Victims Impact Panel Program	
Project Description	<p>Driving under the influence of alcohol or drugs is a crime with specific penalties. As a DUI offender goes through the adjudication and penalty process, some sanctions aim to reduce the chances of recidivism, such as the Victim Impact Panel.</p> <p>The Victims Impact Panel Program (VIPP) is an awareness program aimed at offenders convicted by the court for driving while alcohol-impaired for second and subsequent infractions. The program features a non-confrontational presentation by DWI crime victims/survivors who share their personal experiences and stories, illustrating how impaired drivers have profoundly affected their lives and family dynamics. Panel attendance and completion are mandated as part of sentencing under Act 22-2000, Section 7.04.</p> <p>The VIPP offers a unique and intimate perspective to offenders, one that is often overlooked in our judicial system and cannot be adequately conveyed through court proceedings or DWI offender schools. Panelists convey first-hand experiences of trauma, physical pain, emotional suffering, devastation, financial loss, anger, and frustration resulting from DWI-related crashes that victims and their families endure.</p> <p>This project is an integral part of the sentencing sanctions for second and subsequent DWI offenses. The proposal encompasses professional services, office supplies, educational materials, equipment, and stipends for panel speakers. The VIPP serves as a crucial educational tool to raise awareness among offenders about the real-life consequences of their actions, ultimately striving to deter impaired driving and promote road safety.</p>	
Performed Location	Regions: San Juan, Ponce, Mayagüez, Arecibo, Moca and Fajardo	
Federal funding source (s)	BIL 164 Transfer Funds	
Project Agreement Number	25-01-67	
Subrecipient(s)	Puerto Rico Administration of Mental Health and Anti-Addiction Services	
Organization type	State Agency	
Amount of Federal Funds	\$70,000.00	
Eligible Use of Funds		GTS Code
	DUI Courts and Support	DUI_AL



Planning and Administration	No
Whether the project is a promised project	No
The countermeasure strategy or strategies for programming funds	ID-4: Victims Impact Panel for DWI Offenders

Project Name	Alcohol Toxicology Lab	
Project Description	Based on NHTSA's Uniform Guidelines for Highway Safety Programs, Guideline #8, Part III-Section B. Enforcement, and Section D. Prosecution, the Alcohol Toxicology Lab Project will continue analyzing drivers' blood for BAC results. Additionally, the lab will prepare chemical solutions to calibrate all intoxilyzers, perform monthly verifications of their calibrations at the island level (covering all traffic police regions), attend court as expert witnesses, and calibrate the gas chromatography equipment. Act 22-2000, as amended, and PRDOH Regulation 9234 establish that the Toxicology Lab within the Department of Health is responsible for performing all alcohol blood tests for suspected drunk drivers. This Traffic Lab is exclusively tasked with conducting blood sample analyses, preparing chemical solutions and blood tubes for intoxilyzers, and licensing police officers as equipment operators.	
Performed Location	Island-wide	
Federal funding source (s)	BIL 164 Transfer Funds	
Project Agreement Number	25-01-72	
Subrecipient(s)	Puerto Rico Department of Health	
Organization type	State Agency	
Amount of Federal Funds	\$536,000.00	
Eligible Use of Funds		GTS Code
	Alcohol Toxicology Support	TOX_AL
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming fundIs	ID-1: Alcohol Screening for Prosecutorial Evidence	

Project Name	Drug Impaired Driving Lab
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Project Description	<p>As established in the 2016 SFST Program Assessment, post-arrest procedures, specimen collection, and toxicology testing for drugs and/or controlled substances must be implemented as a subsequent complement to the SFST Program. The Puerto Rico Mental Health and Anti-Addiction Administration has committed to initiating the first phase of developing a Drug Toxicology Laboratory. The first step towards completing this phase by the end of FFY 2025 will involve creating a framework to establish milestones for the lab's development.</p> <p>During this phase, an assessment of equipment, specialized drug panel tests, and professional training will be conducted. As the field of drug toxicology is relatively new and rapidly expanding, countermeasures for driving under the influence of drugs and other substances are being carefully evaluated. The rise of medicinal and recreational marijuana laws both in the nation and Puerto Rico has contributed to the increased need for drug-impaired driving projects and the formulation of appropriate laws and regulations.</p> <p>The data and test results obtained from cases analyzed by the Drug Toxicology Laboratory will serve as a foundational resource for DUID prosecution and the design of future drug-impaired driving initiatives. This laboratory, like all others, requires highly sophisticated and scientifically proven equipment that necessitates maintenance and repairs to ensure optimal performance and extend its useful life.</p>	
Performed Location	Island-wide	
Federal funding source (s)	BIL 405d Impaired Driving High	
Project Agreement Number	25-01-92	
Subrecipient(s) Organization type	Puerto Rico Administration of Mental Health and Anti-Addiction Services State Agency	
Amount of Federal Funds	\$1,500,000.00	
Eligible Use of Funds		GTS Code
	405d High BAC Testing/Reporting	B4BAC
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	ID-6: Drugged Driving	

Project Name	DUI Offenders Evidence-Based Treatment Program
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Project Description	<p>For FFY 2025, the project's main objective is to expand its services, aiming to broaden its scope and impact. It will continue providing an evidence-based approach for the treatment and prevention of DUI offenders, effectively reducing recidivism rates.</p> <p>Moreover, the project will address issues related to alcohol consumption among DUI offenders and their families. To achieve this, it will offer support and intervention to promote safer driving behaviors and enhance overall well-being. Through these efforts, the project aims to improve road safety and foster healthier communities.</p>	
Performed Location	Regions: San Juan, Ponce, Mayagüez, Arecibo, Moca and Fajardo	
Federal funding source (s)	BIL 164 Transfer Funds	
Project Agreement Number	25-01-82	
Subrecipient(s) Organization type	Puerto Rico Administration of Mental Health and Anti-Addiction Services State Agency	
Amount of Federal Funds	\$150,000.00	
Eligible Use of Funds		GTS Code
	DUI Courts and Support	DUI_AL
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	ID-5: DWI Offender Treatment, Monitoring and Control	



Program Area: Youth Impaired Driving

Updates to Triennial Highway Safety Plan (3HSP) by Program

Countermeasure Strategy for Programming Funds

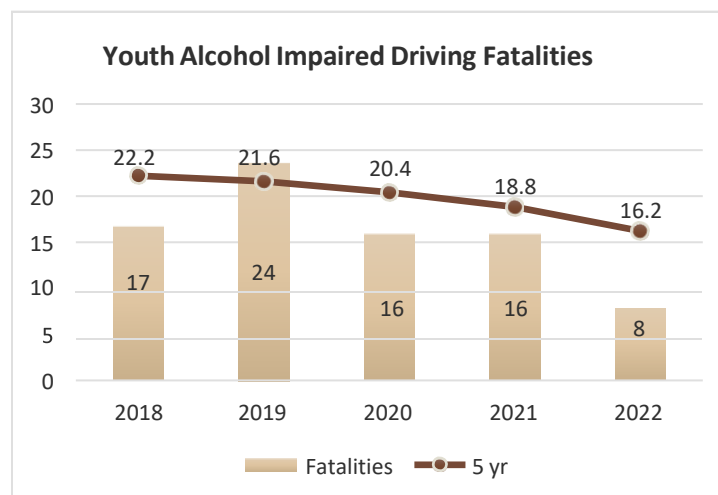
Puerto Rico developed three comprehensive countermeasure strategies for the Youth Impaired Driving Program area in the FFY 2024-2026 Triennial HSP. These well-thought-out strategies effectively address the issues identified in the problem identification process and guide the implementation of targeted projects.

- **Strategy YID-1:** Youth Programs – Peer to Peer Approach (Underage Drinking and Drinking and Driving Prevention, Intervention, Communications and Outreach)
- **Strategy YID-2:** Underage Alcohol and Drug Use Prevention
- **Strategy YID-3:** Underage Drinking and Drinking and Driving

Performance Measure and Target

One performance measure was established for the Youth Impaired Driving Program. Below is the performance target for the measure and an evaluation of the progress made toward achieving this target:

Performance Measure	C-12 Youth Impaired Driving Fatalities (FARS)
Performance Target	Reduce youth alcohol impaired driving fatalities by 5.0% from 18.8 (2016-2020 RA) to 17.9 (2022-2026 RA) by 2026.
Assessment of Progress	Target met - The 5-year rolling average for youth alcohol-impaired driving fatalities has shown a downward trend, indicating that the target of 17.9 fatalities set for 2026 is on track to be met.



Problem Identification Related to Targets

According to FARS and the PRPD, in 2022 there were eight (8) youth alcohol impaired driving fatalities.

- Gender data analysis for impaired driving fatalities for year 2022 shows an average of 75% of male fatalities and 25% female fatalities.

- Analysis by age group for year 2022 shows that 75% of youth impaired driving fatalities were in the age group 21-24, 25% in age groups 18-20.
- On year 2022, 75% of youth alcohol impaired driving fatalities occurred at nighttime from 6:01PM to 6:00 AM.
- When analyzing data of impaired driving fatalities, by day of the week, it shows that Saturday reported the highest number with 27%, Sunday 24% and Friday with 21%.
- Impaired driving fatalities by month for year 2022: September 37.5%, April, June, July, August, December with 12.5% each.
- 62.5% were drivers and 37.5% motorcyclists.
- 87.5% had a BAC of .08%+.
- 40% of youth impaired drivers who died were unrestrained.
- 67% of youth impaired motorcycle riders killed were un-helmeted.
- 12% youth alcohol impaired driving fatalities also presented a speeding factor.

Eliminate to Countermeasure Strategies

A strategy was eliminated because it could not be developed as planned in Puerto Rico's FFY 2024-2026 Triennial HSP.

- **Strategy YID-7: Strategy YID-3: Underage Drinking and Drinking and Driving – Eliminate**
 - *No project proposal for a Check ID Project was received, despite several efforts to engage other agencies or non-governmental entities.*

Changes to Performance Plan

No new performance measures have been added in the Youth Impaired Driving Program.

Project and Subrecipient Information

Project Name	FIESTA II - UNIVERSITY OF PUERTO RICO- Río Piedras Campus
Project Description	<p>FIESTA Projects or Facilitators <i>and Educators in Traffic Safety and Alcohol</i> are youth targeted programs with a peer-to-peer approach.</p> <p>FIESTA II, at the University of Puerto Rico, Rio Piedras, focuses on impaired driving prevention and education on the island's most populated state campus. For FFY 2025, the project aims to reach approximately 10,000 young adults, primarily college students aged 17-24, through innovative impaired driving awareness campaigns, educational materials, newsletters, safety fairs, and exhibits. The program will also offer educational activities such as workshops, trainings, focus groups, small research projects, surveys, evaluations, social media engagement, campus web pages, and large-scale events like college sports rallies and freshman open houses.</p> <p>The funds requested by FIESTA II cover coordinator payments, research assistant and accounting assistant salaries, fringe benefits, educational supplies, office supplies, equipment, stipends for at least 12 peer educators, travel within Puerto Rico, training, and indirect costs. Key messages such as alcohol consumption awareness, impaired driving awareness, "pass the keys," and the importance of designated drivers are disseminated through social networks including Facebook, Twitter, Instagram, and TikTok. Additionally, videos created on the YouTube platform have become a highly effective strategy, presenting messages</p>



	in a creative and explicit manner that resonates with adolescents and young adults.	
Performed Location	City of San Juan, neighboring towns, and adjacent communities	
Affected Communities	Yes; PP&E - "Si vas a beber, pasa la llave" (if you are going to drink pass the car keys)	
Federal funding source (s)	BIL 405d Impaired Driving High	
Project Agreement Number	25-02-02	
Subrecipient(s)	University of Puerto Rico – Río Piedras Campus	
Organization type	Public Higher Education	
Amount of Federal Funds	\$280,427.00	
Eligible Use of Funds		GTS Code
	405d High Other Based on Problem ID	M40T
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	YID-1: Youth Programs – Peer to Peer Approach (Underage Drinking and Drinking and Driving Prevention, Intervention, Communications and Outreach)	

Project Name	FIESTA VII - UNIVERSITY OF PUERTO RICO - Cayey Campus
Project Description	<p>Following the FIESTA model this project is targeted to the prevention of alcohol and impaired driving among college students a peer-to-peer approach.</p> <p>For FY 2025, FIESTA-Cayey will reach approximately 2,000 young adults, mostly college students ranging between the ages of 17-24 years will be reached through alcohol consumption and impaired driving prevention and education strategies such as awareness campaigns, educational materials, art exhibits, safety fairs, workshops, trainings, social media campaigns, art exhibits related to impaired driving among college students. An annual alcohol & impaired driving activity was conducted for freshman students.</p> <p>The funds requested by FIESTA VIII include salaries for administrative assistant, project director, fringe Benefits, office supplies, educational materials, equipment, stipends for twelve (12) peer educators. FIESTA-Cayey will also provide DWI safety information during massive events such as the LAI Sports Fairs and the San Sebastián Street Festival.</p>
Performed Location	City of Cayey, neighboring towns, and adjacent communities
Affected Communities	Yes; PP&E - "Si vas a beber, pasa la llave" (if you are going to drink pass the car keys)



Federal funding source (s)	BIL 405d Impaired Driving High	
Project Agreement Number	25-02-10	
Subrecipient(s)	University of Puerto Rico – Cayey Campus	
Organization type	Public Higher Education	
Amount of Federal Funds	\$107,335.00	
Eligible Use of Funds		GTS Code
	405d High Other Based on Problem ID	M40T
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	YID-1: Youth Programs – Peer to Peer Approach (Underage Drinking and Drinking and Driving Prevention, Intervention, Communications and Outreach)	

Project Name	FIESTA IX - UNIVERSITY OF PUERTO RICO- Ponce Campus
Project Description	<p>Following the FIESTA model this project is targeted to the prevention of alcohol and impaired driving among college students a peer-to-peer approach.</p> <p>FIESTA IX-Ponce is located in the southern region of Puerto Rico.</p> <p>FIESTA-Ponce is renowned for its innovative methods of promoting awareness about the effects of alcohol consumption and driving under the influence such as the Halloween Terror House, which dramatizes a bar filled with the ghosts and zombies of dead impaired drivers.</p> <p>For FY 2025, the project aims to reach approximately 4,000 young adults, primarily college students aged 17-24, through educational activities such as impaired driving awareness campaigns, social media, workshops, trainings, alcohol-free gatherings, surveys, safety fairs, and the Justas LAI alcohol and impaired driving awareness campaign.</p> <p>The funds requested by FIESTA IX cover Program Officer salaries, fringe benefits, office supplies, educational materials, equipment, and stipends for twelve (12) peer educators.</p>
Performed Location	City of Ponce, neighboring towns, and adjacent communities
Affected Communities	Yes; PP&E - "Si vas a beber, pasa la llave" (if you are going to drink pass the car keys)
Federal funding source (s)	BIL 405d Impaired Driving High
Project Agreement Number	25-02-14
Subrecipient(s)	University of Puerto Rico – Ponce Campus

Organization type	Public Higher Education	
Amount of Federal Funds	\$127,251.00	
Eligible Use of Funds		GTS Code
	405d High Other Based on Problem ID	M40T
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	YID-1: Youth Programs – Peer to Peer Approach (Underage Drinking and Drinking and Driving Prevention, Intervention, Communications and Outreach)	

Project Name	FIESTA CREATIVO - Hogar CREA, Inc
Project Description	<p>The FIESTA Creative Project is an initiative of Hogar Crea Inc., a non-profit organization dedicated to the rehabilitation from addiction of alcohol and drugs for individuals seeking treatment or referred by the Courts System. This project’s primary goal is to create awareness among residents, family members and communities to prevent alcohol consumption and impaired driving.</p> <p>FIESTA-CREATIVO Project provide services at Trujillo Alto, Mayagüez-Aguadilla, Ponce-Cayey, San Juan, and Bayamón.</p> <p>Under the direction of a Project coordinator, seven (7) head promoters with five (5) promoters at their charge are trained and supervise to address their peers, family members and surrounding communities about Act 22-2000, alcohol and its effects in the human body and brain and impaired driving. For FY 2025, costs for this Project include contractual services, stipends for peer safety promoters, office supplies, educational materials, travel expenses within Puerto Rico, and equipment rental costs.</p>
Performed Location	Regions: Bayamón, Cayey, Juncos, Mayagüez, Ponce, San Juan and Trujillo Alto
Federal funding source (s)	BIL 405d Impaired Driving High
Project Agreement Number	25-02-15
Subrecipient(s)	Hogar CREA
Organization type	Non-profit Organization
Amount of Federal Funds	\$79,127.00



Eligible Use of Funds		GTS Code
	405d High Other Based on Problem ID	M40T
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	YID-1: Youth Programs – Peer to Peer Approach (Underage Drinking and Drinking and Driving Prevention, Intervention, Communications and Outreach)	

Project Name	FIESTA XII – Pontifical Catholic University of Puerto Rico- Ponce Campus	
Project Description	<p>Following the FIESTA model this project is targeted to the prevention of alcohol and drugs consumption and impaired driving among college students a peer-to-peer approach.</p> <p>For FY 2025, FIESTA XII-Católica will reach college approximately 4,000 students ranging between the ages of 17-24 years, with impaired driving awareness campaigns and educational materials, designed and produced by FIESTA staff. Also, public service audiovisual videos with original scripts, social media campaigns, workshops, trainings, safety fairs, sport fairs, social media posts, videos scripts, pre-production and production.</p> <p>Cost includes salaries for Project Director, Project Aid, fringe Benefits, office supplies, educational supplies, equipment, stipends for twelve (12) peer educators, local travel and training.</p>	
Performed Location	City of Ponce, neighboring towns, and adjacent communities	
Affected Communities	Yes, PP&E - "Si vas a beber, pasa la llave" (if you are going to drink pass the car keys)	
Federal funding source (s)	BIL 405d Impaired Driving High	
Project Agreement Number	25-02-16	
Subrecipient(s)	Pontifical Catholic University of Puerto Rico	
Organization type	Private Higher Education Institution	
Amount of Federal Funds	\$143,000.00	
Eligible Use of Funds		GTS Code
	405d High Other Based on Problem ID	M40T
Planning and Administration	No	



Whether the project is a promised project	No
The countermeasure strategy or strategies for programming funds	YID-1: Youth Programs – Peer to Peer Approach (Underage Drinking and Drinking and Driving Prevention, Intervention, Communications and Outreach)

Project Name	FIESTA XI - UNIVERSITY OF PUERTO RICO- Aguadilla Campus	
Project Description	<p>Following the FIESTA model this project is targeted to the prevention of alcohol and impaired driving among college students a peer-to-peer approach.</p> <p>Project FIESTA XI is located in Aguadilla, which is in the northwestern area of Puerto Rico.</p> <p>For FY 2025, the project will reach approximately 5,000 young adults, mostly college students ranging between the ages of 17-24 years. Alcohol consumption and DWI prevention educational activities will be conducted, awareness campaigns, educational materials, safety fairs, workshops, trainings for college freshman, safety fairs, an alcohol-free Karaoke night, a designated driver survey, and the distribution of educational material during spring break, summer, and <i>Justas LAI-Sports Fair</i>.</p> <p>Costs include salaries for project director, project coordinator, administrative assistant, fringe Benefits, office supplies, educational materials, equipment, stipends, local travel training, and indirect costs.</p>	
Performed Location	City of Aguadilla, neighboring towns, and adjacent communities	
Affected Communities:	Yes; PP&E - "Si vas a beber, pasa la llave" (if you are going to drink pass the car keys)	
Federal funding source (s)	BIL 405d Impaired Driving High	
Project Agreement Number	25-02-21	
Subrecipient(s)	University of Puerto Rico – Aguadilla Campus	
Organization type	Public Higher Education	
Amount of Federal Funds	\$154,974.00	
Eligible Use of Funds		GTS Code
	405d High Other Based on Problem ID	M40T
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	YID-1: Youth Programs – Peer to Peer Approach (Underage Drinking and Drinking and Driving Prevention, Intervention, Communications and Outreach)	



Project Name	POLI FIESTA - POLYTECHNIC UNIVERSITY	
Project Description	<p>Following the FIESTA model this project is targeted to the prevention of alcohol and impaired driving among college students with a peer-to-peer approach. Project operates within a private university located at San Juan.</p> <p>For FY 2025, Project Poli-FIESTA will be conducting alcohol consumption education and DWI prevention activities, awareness campaigns, educational tables, trainings and social media.</p> <p>Project costs include salaries for project director, project coordinator, fringe benefits, office supplies, educational supplies, equipment, stipends for six (6) peer educators, local travel and training.</p>	
Performed Location	City of San Juan, neighboring towns, and adjacent communities	
Affected Communities	Yes; PP&E - "Si vas a beber, pasa la llave" (if you are going to drink pass the car keys)	
Federal funding source (s)	BIL 405d Impaired Driving High	
Project Agreement Number	25-02-32	
Subrecipient(s)	Polytechnic University	
Organization type	Private Higher Education Institution	
Amount of Federal Funds	\$70,000.00	
Eligible Use of Funds		GTS Code
	405d High Other Based on Problem ID	M40T
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	YID-1: Youth Programs – Peer to Peer Approach (Underage Drinking and Drinking and Driving Prevention, Intervention, Communications and Outreach)	

Project Name	Puerto Rico Safe and Aware - MADD PUERTO RICO
Project Description	<p>This project has two components: Power of You (TH) and Power of Parents. Power of Youth seek to educate children and youth about the effect and consequences of underage drinking and other drugs use before the brain is fully developed and to make good choices not to ride with and impaired driver based on social norms. The second component Power of Parents empowers parents of middle school and high school students to have intentional conversations about the dangers and consequences of underage drinking and other drug use.</p>



	<p>For FY 2025, MADD will keep visiting schools and communities to teach about alcohol consumption, its effects in growing children and that parent’s role in guiding their children through all the pressure they will confront. By conducting strategies such as Interactive talks and workshops, art activities, opportunities to engage in conversations, games, presentations, informative tables and exhibits will be part of the strategies to educate children and teenagers about alcohol.</p> <p>The costs of this program include salaries for three Program Specialists, one Program Specialist Law Enforcement Liaison, fringe benefits, materials, educational materials, travel within Puerto Rico and indirect costs.</p>	
Perfomed Loction	Island-wide	
Affected Communities	Yes; PP&E - “Si vas a beber, pasa la llave” (if you are going to drink pass the car keys)	
Federal funding source (s)	BIL 164 Transfer Funds	
Project Agreement Number	25-02-36	
Subrecipient(s)	Mothers Against Drunk Driving, Affiliate Puerto Rico	
Organization type	Non-profit Organization	
Amount of Federal Funds	\$266,300.00	
Eligible Use of Funds		GTS Code
	Alcohol Education	EDU_AL
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	YID-2: Underage Alcohol and Drug Use Prevention	

Project Name	FIESTA – EDP University, Caguas Campus
Project Description	<p>Following the FIESTA model this project is targeted to the prevention of alcohol and impaired driving among college students with a peer-to-peer approach</p> <p>EDP University at Caguas is a private university located in the metropolitan/center area of Puerto Rico.</p> <p>FY 2025 will be its first year. FIESTA- EDP will reach college students ranging between the ages of 17-24 years, with impaired driving awareness campaigns and educational materials, designed and produced by FIESTA staff. Also, public service audiovisual videos with original scripts, social media campaigns, workshops, trainings, safety fairs, social media posts, videos scripts. Some 300 students will be reach.</p>



	Cost includes office supplies, equipment, stipends for ten (10) peer educators, local travel costs within Puerto Rico, training and other related costs.	
Performed Location	City of Caguas, neighboring towns, and adjacent communities	
Affected Communities	Yes; PP&E - "Si vas a beber, pasa la llave" (if you are going to drink pass the car keys)	
Federal funding source (s)	BIL 405d Impaired Driving High	
Project Agreement Number	25-02-37	
Subrecipient(s)	EDP UNIVERSITY- Caguas Campus	
Organization type	Private Higher Education Institution	
Amount of Federal Funds	\$ 35,000.00	
Eligible Use of Funds		GTS Code
	405d High Other Based on Problem ID	M40T
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	YID-1: Youth Programs – Peer to Peer Approach (Underage Drinking and Drinking and Driving Prevention, Intervention, Communications and Outreach)	



Program Area: Police Traffic Services

Updates to Triennial Highway Safety Plan (3HSP) by Program

Countermeasure Strategy for Programming Funds

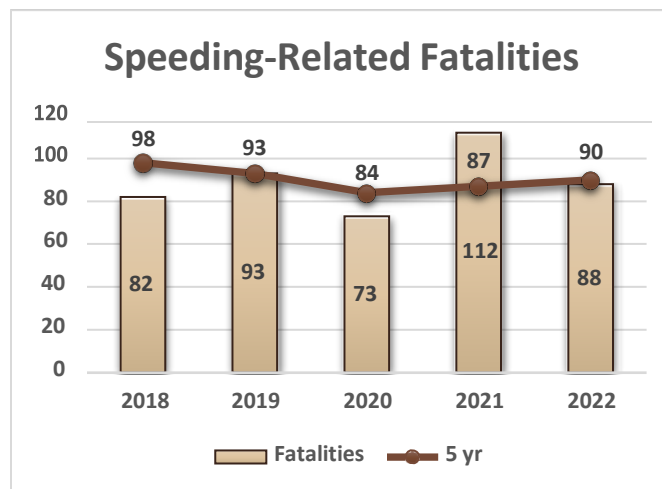
Puerto Rico developed five comprehensive countermeasure strategies for Police Traffic Services area in the FFY 2024-2026 Triennial HSP. These well-thought-out strategies effectively address the issues identified in the problem identification process and guide the implementation of targeted projects.

- Strategy PTS-1: Law Enforcement Liaison
- Strategy PTS-2: High Visibility Law Enforcement & Equipment – Speed and Aggressive Driving
- Strategy PTS-3: Law Enforcement Training Programs
- Strategy PTS-4: Highway Safety Office Program Management (PTS)
- Strategy PTS-5: Puerto Rico Driver Behavior and Attitudinal Surveys

Performance Measure and Target

One performance measure was established for the Police Traffic Services area. Below is the performance target for the measure and an evaluation of the progress made toward achieving this target:

Performance Measure	C-6 Speeding-Related Fatalities (FARS)
Performance Target	Reduce speeding-related fatalities by 2.5% from 89.6 (2018-2022 RA) to 87.4 (2022-2026 RA) by 2026.
Assessment of Progress	Not on track to meet target - The upward trend in the 5-year moving average continued in 2022, indicating that the target of 87.4 set for 2026 is not on track to be met.



Problem Identification Related to Targets That Are Not on Track to Be Met

Since the target for reducing numbers Speed-related fatalities is not on track to be met, Additional data analyses were conducted on this issue using the FARS data and Puerto Rico Observatorio Vial crash data.

- In 2022, there were a total of 271 traffic fatalities, 88 of which were speed-related, representing approximately 32% of all deaths.
- The highest number of speed-related fatalities was recorded in the 25-36 age group (30 deaths), followed by the 37-49 age group (19 deaths) and the 50-62 age group (13 deaths).
- The highest number of fatalities occurred between 6:00 PM and 11:59 PM, accounting for 41% of all speed-related deaths, while the 12:00 MN to 5:59 AM time slot was the second most critical, with 30% of the fatalities.
- 78% of speed-related deaths were male, while females represented 22%.
- The day with the highest number of speed-related fatalities was Sunday, with 28 deaths, while Saturdays and Fridays also recorded high numbers, with 14 and 12 deaths, respectively.
- August was the month with the highest number of speed-related fatalities, registering 12 deaths, while June and October each had 10 deaths.

Adjustments to Countermeasure Strategies for Programming Funds

The following adjustment will be made to a selected strategy in Puerto Rico's FFY 2024-2026 Triennial HSP to support reductions in speeding-related fatalities.

- **Strategy PTS-2: High Visibility Law Enforcement & Equipment – Speed and Aggressive Driving – Adjustment**
 - *The PRTSC, in collaboration with Police Traffic Services, is highly effective in reducing traffic-related injuries and fatalities through selective enforcement countermeasures, prevention efforts, and public information and education initiatives.*
 - *PRTSC will focus efforts on coordination with the PRPD, Municipal Police, and the expertise of the Law Enforcement Liaison (LEL) to reduce speed and aggressive driving across the island.*
 - *PRTSC will increase the participation of more municipal police departments during enforcement mobilizations.*
 - *PRTSC will continue to support enforcement projects designed to enhance compliance with speed limits on all types of roadways and will acquire additional equipment (RADARs) for PRPD and municipal police to bolster efforts in saving lives.*
 - *Various speed enforcement strategies will be employed, including dedicated roving patrols and saturation enforcement within high-risk municipalities and regions. Enforcement in high-crash areas will be encouraged, and routine day-to-day enforcement will be necessary to enhance public perception of the risk of apprehension.*

Changes to Performance Plan

No new performance measures have been added in the Police Traffic Services Program.

Project and Subrecipient Information

Project Name	Law Enforcement Liaison Program
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Project Description

For FFY 2025, PRTSC proposes the continuation of the Law Enforcement Liaisons projects, which will work as communications facilitators between PRTSC, PRPD and Municipal Police to continue improving the development and implementation of initiatives directed to traffic safety, education, and law enforcement. These liaisons will be responsible of:

- ★ Promote constant communication between PRTSC with the PRPD and Municipal Police as part of promotion of traffic safety initiatives to reduce traffic crashes, injuries, and fatalities.
- ★ Communicate or represent the traffic safety priorities of the PRTSC and provide guidance on best practices for law enforcement related to mobilizations to intervene with drunk drivers, unrestrained occupants, speeding, motorcyclists, and distracted driving.
- ★ Promote law enforcement initiatives and operational plans of the PRTSC during mobilization periods, in the areas of Speed and Aggressive, alcohol, seat belt, child safety seat and distracted driving.
- ★ Promote initiatives to integrate police agencies and community programs in educational efforts directed to guide citizens on traffic safety.
- ★ Identify effective and innovative law enforcement strategies and tactics and refer them to PRPD and Municipal Police.
- ★ Promote law enforcement initiatives for the areas of speeding, motorcyclists, cyclists, pedestrians, and distracted driving.
- ★ Serve as liaisons between PRTSC and police agencies to disseminate information relevant to traffic, such as high incidence areas, statistics, and law amendments, among other.

Identify subjects and provide training to PRPD and Municipal Police to improve the intervention process, such as:

1. Common errors when intervening with a driver.
2. Law enforcement as a dissuasive to prevent law infractions.
3. Regulations on equipment acquired with federal funds and inventory control (together with PRTSC monitors).
4. Alcohol consumption and riding Motorcycles.

Identify subjects and provide training to judges and district attorneys on traffic safety areas worked by the PRTSC, especially in the management of cases brought to court.

- ★ Amendment to Act 22 of Vehicles and Traffic
- ★ Assist the PRTSC in the review and actualization proposal, operational plans and task achieved in law enforcement forms.
- ★ Promote the correct use of equipment acquired with PRTSC federal funds, together with PRTSC monitors.
- ★ Provide guidance to the PRTSC and Program and Services Coordination Officer (Traffic Enforcement) in the evaluation of PRPD and Municipal Police performance and use of equipment, to identify courses of action to promote continued improvement in these areas.
- ★ Work with and offer guidance to Program and Services Coordination Officers (Coordinators) and Monitoring Specialist

	(Monitors) of the PRTSC on professional aspects related to law enforcement activities.
Performed Location	State Highway Safety Office
Federal funding source (s)	BIL NHTSA 402
Project Agreement Number	25-03-03
Subrecipient(s)	Puerto Rico Traffic Safety Commission
Organization type	State Agency
Amount of Federal Funds	\$159,000.00
Eligible Use of Funds	GTS Code
	Traffic Enforcement Services PT
Planning and Administration	No
Whether the project is a promised project	No
The countermeasure strategy or strategies for programming funds	PTS-1: Law Enforcement Liaison

Project Name	Program and Services Coordination Officer (Traffic Enforcement)
Project Description	<p>PRTSC and the Program and Services Coordination Officer (Traffic Enforcement) will concentrate the efforts in coordination with Puerto Rico Police Department, Municipality Police, and expertise of the Law Enforcement Liaison (LEL), to reduce speed and aggressive driving around the island.</p> <p>The PRTSC with the Police Traffic Services are highly effective in reducing traffic-related injuries and fatalities using selective enforcement countermeasures, prevention efforts, public information, and education. Used together, law enforcement agencies can employ these strategies to successfully address their communities' traffic safety problems. The project is represented by a Program and Services Coordination Officer (Traffic Enforcement Coordinator). This coordinator received 75% of its salary from this project and 25% from the Program and Services Coordination Officer (Motorcycle Safety Coordinator). The Program and Services Coordination Officer (Traffic Enforcement Coordinator) works hand in hand with the Law Enforcement Liaison (LEL), this program is designed to enhance the relationship between the highway safety office, law enforcement, community, and other pertinent partners.</p> <p>PRTSC with this program works the "mini grants", with are guided to the Puerto Rico Police Department and numerous municipality Police, with are pointed to promote speed enforcement in our roads. This "mini</p>



grants” allow the PRTSC and the Police Department, including Municipality police to work with the National Speed Enforcement Mobilization, which is in July 2025.

Support through safety education and informational materials may also be provided in conjunction with enforcement. The PRTSC will continue to support enforcement projects designed to increase compliance with speed limits on all types of roadways. Various speed enforcement strategies will be used, including dedicated roving patrols and saturation enforcement details within Municipalities and regions at risk. Enforcement in high crash areas will be encouraged, routine day to day enforcement is needed to increase public perception on the risk of apprehension.

The primary goal of the Program and Services Coordination Officer (Traffic Enforcement) will be to make sure the efficient use of all the resources to obtain better strategies to be implanting to get a reduction in fatalities for Speed and Aggressive driving behavior.

The PRTSC and the Program and Services Coordination Officer (Traffic Enforcement), in adjoining with the LEL”s is going to supervise and coordinate all the mini grants for the mobilizations and purchase of equipment for Puerto Rico Police Department and Municipality Police. Meetings before the mobilizations:

1. Before mobilization, internal meetings with the Law Enforcement Liaisons (LEL) will be conducted to discuss all the documents and reports to be submitted. After the meetings, if possible, the Program and Services Coordination Officer (Traffic Enforcement) and the LEL’s are going to gather the participant agencies for the mobilization, including Puerto Rico Police Department and Municipality Police to inform crackdown objectives, proper documentation before and after mobilization. If a group meeting isn't possible, one on one meetings will be conducted by LEL and participants.
2. Program and Services Coordination Officer (Traffic Enforcement) is responsible for preparing Operational Plans and related mini grants documents.
3. Keep all the records, data and statistics from the police mobilizations including citations and overall performance.
4. The Program and Services Coordination Officer (Traffic Enforcement) and LEL’s will provide follow-ups and visits to participants, before, during and after each mobilization to document performance and compliance.
5. Program and Services Coordination Officer (Traffic Enforcement) will work with the PRTSC Communications Office to develop prevention and education pieces and material necessary to convey traffic safety messages to prevent Speed and Aggressive Driving.
6. Program and Services Coordination Officer (Traffic Enforcement) will promote different strategies among police such as dedicated roving patrols and saturation enforcement within Municipalities and regions of high crash location.

	<p>7. The Program and Services Coordination Officer (Traffic Enforcement Coordinator) will keep overseeing the Program and will assist to meetings and trainings to enhance Program.</p> <p>8. The Program and Services Coordination Officer (Traffic Enforcement) will be certified as Below 100 Instructor.</p> <p>The Program and Services Coordination Officer (Traffic Enforcement Coordinator) will keep aiding the Development and Comply of Federal Funds Programs Officer (Federal Program Manager) with Speed and Aggressive Driving Module and Motorcycle Safety Module for Problem ID, 3HSP, Annual Report, and Annual Grant Application.</p>
Performed Location	State Highway Safety Office
Federal funding source (s)	BIL NHTSA 402
Project Agreement Number	25-03-78
Subrecipient(s)	Puerto Rico Traffic Safety Commission
Organization type	State Agency
Amount of Federal Funds	\$52,000.00
Eligible Use of Funds	GTS Code
	Traffic Enforcement Services PT
Planning and Administration	No
Whether the project is a promised project	No
The countermeasure strategy or strategies for programming funds	PTS-4: Highway Safety Office Program Management - PTS

Project Name	Speed Enforcement Mobilization
Project Description	<p>During July 2025, PRTSC will grant funds for overtime hours to State and Municipal Police for the Speed Enforcement Mobilization. It will be supported through safety education and informational materials about law 22 fines covering speeding and aggressive driving. In addition, funds will be granted to the Municipal Police and the Puerto Rico Police Department for the acquisition of radars and parts to fix existing radars.</p> <p>PRTSC will continue to support enforcement projects designed to increase compliance with speed limits on all types of roadways. A variety of speed enforcement strategies will be utilized, including roving patrols and saturation enforcement details in municipalities and high-risk regions. While enforcement in high crash risk areas is encouraging, routine day-to-day enforcement and high visibility mobilization in July 2025 is also necessary to increase public perception of the risk of</p>



	<p>apprehension. The participation of the PRPD and approximately 30 Municipal Police.</p> <p>This project includes a mobilization of law enforcement related to enforcing State laws to protect the safety of vehicles and individuals stopped at roadside.</p>	
Performed Location	Municipalities throughout the Commonwealth	
Federal funding source (s)	BIL NHTSA 402	
Project Agreement Number	25-03-XX	
Subrecipient(s)	Municipal Polices	
Organization type	Municipalities	
Amount of Federal Funds	\$350,000.00	
Eligible Use of Funds		GTS Code
	Traffic Enforcement Services	PT
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	PTS-2: High Visibility Law Enforcement & Equipment – Speed and Aggressive Driving	

Project Name	Speed Enforcement Mobilization, Training and Equipment
Project Description	<p>This project will involve appointing or hiring a highly skilled coordinator in police traffic services, who will be responsible for overseeing all aspects of the program, from programmatic and fiscal matters to the delivery of quarterly reports, funding requests, and inventory control of approved goods and services.</p> <p>Furthermore, as part of the project for FFY 2025, the acquisition of state-of-the-art radars is planned. These radars will significantly enhance the detection of traffic violations, fostering a greater culture of respect for traffic regulations. They will be strategically deployed in key locations where higher rates of incidents and speeding have been recorded. Additionally, they will actively participate in the Speed Enforcement Campaign during the fiscal year 2024, intervening with drivers who are exceeding the speed limits.</p> <p>Another essential facet of the project is providing comprehensive training in crash and fatal crash investigation for the officers of the Traffic Bureau. This specialized training aims to improve the polices capacity to investigate and clarify the causes of traffic crashes, as well as to implement appropriate preventive measures to reduce their incidence.</p>



	<p>Overall, the main objective of this project is to strengthen road safety in our community, reduce the number of crashes, and save lives. The combination of a coordinator specialized in police traffic services, the acquisition of advanced radars, and specialized training for the officers will ensure a comprehensive and efficient approach to traffic law enforcement. Moreover, it will contribute to promoting safe and responsible mobility in our environment.</p> <p>This project includes a mobilization of law enforcement related to enforcing State laws to protect the safety of vehicles and individuals stopped at roadside.</p>
Performed Location	Island-wide
Federal funding source (s)	BIL NHTSA 402
Project Agreement Number	25-03-19
Subrecipient(s)	Traffic Bureau, Puerto Rico Police Department
Organization type	State Agency, Law Enforcement
Amount of Federal Funds	\$600,000.00
Eligible Use of Funds	GTS Code
	Traffic Enforcement Services PT
Planning and Administration	No
Whether the project is a promised project	No
The countermeasure strategy or strategies for programming funds	PTS-2: High Visibility Law Enforcement & Equipment – Speed and Aggressive Driving
	PTS-3: Law Enforcement Training Programs

Project Name	Driver Behavior and Attitudinal Surveys - DRIVE (Driver Response In Vehicle Evaluation)
Project Description	<p>Surveys will present awareness attitudes of respondents' essential to understand driving behavior and practice. The gathered information will unveil facts about drivers' opinions, knowledge, level of awareness and attitudes regarding impaired driving, speed driving, occupant protection in all seating positions and distracted driving perception of risk such as getting caught by police (enforcement), safety and the effect of the prevention messages. By analyzing results drivers' opinion will take into consideration on decision-making. This feedback will allow PRSC to compare results over time. Will develop five (5) Behavior and Attitudinal Surveys to acknowledge safety practice as follows:</p>



	<ul style="list-style-type: none"> ⌘ Primary Audience: registered drivers ages 25-34; ⌘ Secondary Audience: registered drivers ages 18-24 ⌘ Primary Zone: Metropolitan ⌘ Design: PRTSC will contract a specialized market research firm with all credentials and licenses as it will be more cost effective than to hire personnel for this once-a-year task. All Federal and State's contracting laws and regulations will be strictly in observance. ⌘ Strategy: the study will include questions based upon self-reported behavior, media awareness and enforcement awareness. ⌘ Tactic: online and/or mobile surveys ⌘ Periods <ul style="list-style-type: none"> ▢ Car Seat and Booster Seat Usage: October-November 2024 ▢ Speed and Aggressive Driving: October-November 2024 ▢ Alcohol & Drug Impaired Driving: January-February 2025 ▢ Distracted Driving: June-July 2025 ▢ Seatbelt Usage: July-August 2025 				
Performed Location	State Highway Safety Office				
Federal funding source (s)	BIL NHTSA 402				
Project Agreement Number	25-03-37				
Subrecipient(s)	Puerto Rico Traffic Safety Commission				
Organization type	State Agency				
Amount of Federal Funds	\$99,000.00				
Eligible Use of Funds	<table border="1" style="width: 100%;"> <thead> <tr> <th style="width: 80%;"></th> <th style="width: 20%; text-align: center;">GTS Code</th> </tr> </thead> <tbody> <tr> <td>Traffic Enforcement Services</td> <td style="text-align: center;">PT</td> </tr> </tbody> </table>		GTS Code	Traffic Enforcement Services	PT
	GTS Code				
Traffic Enforcement Services	PT				
Planning and Administration	No				
Whether the project is a promised project	No				
The countermeasure strategy or strategies for programming funds	PTS-5: Driver Behavior and Attitudinal Surveys				



Program Area: Planning and Administration

Updates to Triennial Highway Safety Plan (3HSP) by Program

Countermeasure Strategy for Programming Funds

Puerto Rico established identified one general strategy for the Planning & Administration Program area:

- Strategy PA-1: 1: Planning & Administration

Performance Measure and Target

The following performance targets were selected for the Planning and Administration Program area:

- Strengthen PRTSC role in setting goals and priorities for the state's highway safety program.
- Identify highway safety problems and solutions to reduce fatalities and injuries crashes on roadways.
- Provide direction, guidance, and assistance to support the efforts of public and private partners to improve highway safety.
- Develop and maintain policies and procedures that provide for the effective, efficient and economical operation of the highway safety program.
- Continue to expand technology as a means to disseminate traffic safety information and using the internet to disseminate safety information.
- Coordinate and provide training opportunities and programs for Puerto Rico traffic safety professionals.
- Support the use of performance

Problem Identification Related to Targets

Despite progress, we continue to face several obstacles that delay processes:

- **Fund Liquidity and Process Complexity:** The liquidity of funds is managed specifically by the Puerto Rico Traffic Safety Commission (PRTSC) under the Automobile Accident Compensation Administration (ACAA), which involves a more complex and non-ordinary process compared to other agencies. While communication with ACAA has been excellent, delays can occur if they face staffing shortages or internal issues.
- **Staffing Challenges:** PRTSC, being a small agency, handles numerous procedures, often overwhelming the available staff. A critical example is the Communications Area, which currently operates with only one staff member despite a high volume of work. The recent Management Review recommended hiring two additional staff members to distribute the workload, thereby improving efficiency and maintaining the quality of work, which has remained high despite staffing challenges.
- **Federal Funds Procedures Manual:** The Federal Funds Procedures Manual must be updated to align with the new realities and federal regulations introduced by the Bipartisan Infrastructure Law (BIL). While work on this is ongoing, it is a time-consuming process.

Adjustments to Countermeasure Strategies for Programming Funds

Although progress has been made towards the goals set for the efficient and effective implementation of Puerto Rico's highway safety program, the Planning and Administration strategy will continue to be adjusted to address the identified issues, as well as any emerging needs or challenges.

The following initiatives and activities will be undertaken, continued, or expanded to support further improvements in the planning and administration of Puerto Rico's highway safety program:

- **Hiring Additional Staff:** To address the staffing shortage, particularly in the Communications Area, two additional positions will be created and filled. This will help distribute the workload more evenly and ensure timely delivery of high-quality work.
- **Streamlining Processes with ACAA:** Efforts will be made to streamline processes involving the ACAA, including establishing clear protocols and contingency plans to mitigate potential delays caused by staffing issues or internal challenges.
- **Updating the Federal Funds Procedures Manual:** Priority will be given to updating the Federal Funds Procedures Manual to comply with BIL requirements. This update will include integrating new federal regulations and ensuring that all procedures are aligned with current best practices.
- **Enhancing Technology Use:** Further investments will be made in expanding the use of technology for the dissemination of traffic safety information, including the development of online platforms and resources that can reach a broader audience.

These adjustments will be crucial in overcoming current challenges and positioning Puerto Rico's highway safety program for continued success.

Changes to Performance Plan

No new performance measures have been added in the Planning and Administration Program area.

Project and Subrecipient Information

Project Name	Administer Program
Project Description	To support the overall administration of the SHSO, federal funds will be earmarked to cover various permissible expenses, including one federal accounting clerk/preventive officer salary, fringe benefits, equipment rental and purchase, office supplies, consulting services, and single audits. Additionally, these funds will be utilized to support travel and per diem expenses associated with both local and out-of-state traffic safety activities, along with other administrative costs, IT services, technology membership fees, insurance, and related expenditures. For FFY 2025, these programs will receive financial support from a split-funding arrangement of Sections 402PA (51%) and 164PA (49%). This funding distribution will ensure the effective functioning of the programs and their respective initiatives.
Performed Location	State Highway Safety Office
Federal funding source (s)	BIL NHTSA 402 BIL 154 Transfer Funds
Project Agreement Number	25-04-03 (PA) 25-04-09 (154PA)
Subrecipient(s)	Puerto Rico Traffic Safety Commission
Organization type	State Agency
Amount of Federal Funds	BIL NHTSA 402 - \$148,410.000 BIL 154 Transfer Funds - \$142,590.00 TOTAL: \$291,000.00



Eligible Use of Funds		GTS Code
	Planning and Administration	PA
	154 Planning and Administration	154PA
Planning and Administration	Yes	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	PA-1: Planning and Administration	

Project Name	Evaluate HSP Tasks (Monitoring Specialist)
Project Description	<p>Funding will be allocated for two federal monitoring specialists responsible for overseeing the operational and fiscal activities of all approved projects. This funding will support the following responsibilities:</p> <ul style="list-style-type: none"> • Evaluation and monitoring of projects that receive federal funds to ensure compliance with established requirements and regulations. • Providing technical assistance and guidance to sub-grantee of federal funds to ensure proper implementation of programs and projects in line with established objectives and strategies. • Reviewing documents, preparing reports, analyzing risks, evaluating quarterly and semi-annual reports, assessing financial documents, and other records to ensure appropriate and compliant utilization of federal and state funds. • Conducting on-site visits to projects funded by federal funds to observe and thoroughly monitor their operations, ensuring proper implementation. • Ensuring that sub-grantee of federal funds adhere to all applicable federal and state regulations and policies in the implementation of their projects. • Preparing detailed reports and documentation on monitoring activities, findings, and recommendations to enhance the use of federal funds. • Collaborating closely with agencies, municipalities, and entities to ensure effective supervision and coordination of projects funded by federal funds. <p>Federal monitors play a critical role in ensuring transparency, accountability, and proper use of federal resources to achieve desired objectives and results. The funding will cover expenses related to their salaries, fringe benefits, local and out-of-state travel, training, as well as supplies and equipment necessary for their tasks.</p>
Performed Location	State Highway Safety Office
Federal funding source (s)	BIL NHTSA 402



Project Agreement Number	25-04-02	
	25-04-12	
Subrecipient(s)	Puerto Rico Traffic Safety Commission	
Organization type	State Agency	
Amount of Federal Funds	\$126,000.00	
Eligible Use of Funds		GTS Code
	Planning and Administration	PA
Planning and Administration	Yes	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	PA-1: Planning and Administration	

Project Name	Evaluate HSP Tasks (Monitoring Specialists)
Project Description	<p>Funding will be allocated for two DUI federal monitors responsible for overseeing the operational and fiscal activities of all approved projects. The funding will continue to support the following responsibilities:</p> <ul style="list-style-type: none"> • Evaluation and monitoring of projects that receive federal funds to ensure compliance with established requirements and regulations. • Providing technical assistance and guidance to sub-grantee of federal funds to ensure proper implementation of programs and projects in line with established objectives and strategies. • Reviewing documents, preparing reports, analyzing risks, evaluating quarterly and semi-annual reports, assessing financial documents, and other records to ensure appropriate and compliant utilization of federal and state funds. • Conducting on-site visits to projects funded by federal funds to observe and thoroughly monitor their operations, ensuring proper implementation. • Ensuring that sub-grantee of federal funds adhere to all applicable federal and state regulations and policies in the implementation of their projects. • Preparing detailed reports and documentation on monitoring activities, findings, and recommendations to enhance the use of federal funds. • Collaborating closely with agencies, municipalities, and entities to ensure effective supervision and coordination of projects funded by federal funds. <p>Federal monitors play a critical role in ensuring transparency, accountability, and proper use of federal resources to achieve desired</p>



	objectives and results. The funding will cover expenses related to their salaries, fringe benefits, local and out-of-state travel, training, as well as supplies and equipment necessary for their tasks.	
Performed Location	State Highway Safety Office	
Federal funding source (s)	BIL 154 Transfer Funds	
Project Agreement Number	25-04-07	
Subrecipient(s)	Puerto Rico Traffic Safety Commission	
Organization type	State Agency	
Amount of Federal Funds	\$126,777.00	
Eligible Use of Funds		GTS Code
	Planning and Administration	PA
	154 Planning and Administration	154PA
Planning and Administration	Yes	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	PA-1: Planning and Administration	

Project Name	Federal Program Development and Compliance Officer
Project Description	<p>The Federal Program Development and Compliance Officer works with the Planning and Coordination Division, whose purpose is to administer NHTSA's federal funds. This person is one of the liaisons between PRTSC and NHTSA Region 2, the Federal Program Development and Compliance Officer collaborates in the Planning and Coordination Division, providing recommendations on planning, administration, funding control, and evaluation and recommends of all projects/proposals. The completion of the 3HSP, Annual Grant Application, and Annual Report demands significant time and effort, involving problem identification, goal setting, and strategic require analysis to provide recommendations.</p> <p>The Federal Program Development and Compliance Officer ensure grant requirements are met. The Annual Report and closeout process span from October to late January. During the new fiscal year, proposal evaluations are completed, and project contracts are signed. Project's Annual reports are received and evaluated, and first monitoring visit coordinated. All these running simultaneously.</p> <p>Throughout the fiscal year, the Federal Program Development and Compliance Officer works closely with the Communications Division, discussing and making recommendations on artwork and themes for</p>



traffic campaigns, and aligning campaign funding with the Highway Safety Program and media calendar strategies.

Other frequent and tasks are: meetings with executives and project’s staff, staff meetings, consultants meetings and follow ups, invoices and tasked performed revision before payment, supplies request, one on one with employees, projects and mini grants budget approval and request for contracts are made, public presentations, TRCC member, Task Force member, SHSP steering committee member, staff training facilitator, revised federal vouchers among many other have to be revised.

This project's funding will cover salaries, fringe benefits, contractual services, equipment, training, out-of-state and local travel, and other related expenses. The program will be subsidized through a split-funding arrangement of Sections 402 (51%) and BIL 164AL (49%).

Performed Location	State Highway Safety Office	
Federal funding source (s)	BIL NHTSA 402 164 Transfer Funds	
Project Agreement Number	25-04-13 (PA) 25-04-14 (164PA)	
Subrecipient(s) Organization type	Puerto Rico Traffic Safety Commission State Agency	
Amount of Federal Funds	BIL NIHTSA 402 - \$102,000.00 BIL 164 Transfer Funds - \$98,000.00 TOTAL: \$200,000.00	
Eligible Use of Funds		GTS Code



	Planning and Administration	PA
	164 Planning and Administration	164PA
Planning and Administration	Yes	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	PA-1: Planning and Administration	

Project Name	Communications Planning and Administration	
Project Description	<p>This project will be an administrative program for the Communications Division. Following the past MR2021-2023 recommendations, and to reinforce the Communication's Division, PRTSC will request the creation of the following positions:</p> <ul style="list-style-type: none"> • Communications Officer • Administrative Officer <p>Will include in this project funds for public notice and announcement publishing, for Grant Management, Public Participation Surveys, and any other administrative requirements that needs to be published according to regulations.</p> <p>This project will include the graphic design services for art/image design production/ edition / adaptation for official vehicle identification, Grant Management, Public Participation Surveys, and any other administrative requirements that needs to be published according to regulations.</p>	
Performed Location	State Highway Safety Office	
Federal funding source (s)	BIL NHTSA 402	
Project Agreement Number	25-04-16	
Subrecipient(s)	Puerto Rico Traffic Safety Commission	
Organization type	State Agency	
Amount of Federal Funds	\$165,000.00	
Eligible Use of Funds	GTS Code	
	Planning and Administration	PA
Planning and Administration	Yes	
Whether the project is a promised project	No	



The countermeasure strategy or strategies for programming funds

PA-1: Planning and Administration



Program Area: Occupant Protection (Adult and Child Passenger Safety)

Updates to Triennial Highway Safety Plan (3HSP) by Program

Countermeasure Strategy for Programming Funds

Puerto Rico developed five comprehensive countermeasure strategies for Occupant Protection Program area in the FFY 2024-2026 Triennial HSP. These well-thought-out strategies effectively address the issues identified in the problem identification process and guide the implementation of targeted projects.

- **Strategy OP-1:** Child Restraint System Inspection Stations
- **Strategy OP-2:** Training Child Passenger Safety Technicians & Car Seat Education & Events and Distribution Programs
- **Strategy OP-3:** High Visibility Seat Belt Law Enforcement
- **Strategy OP-4:** Research, evaluation, and analytical support for the Performance-Based Occupant Protection Program in Puerto Rico
- **Strategy OP-5:** Highway Safety Office Program Management (OP)

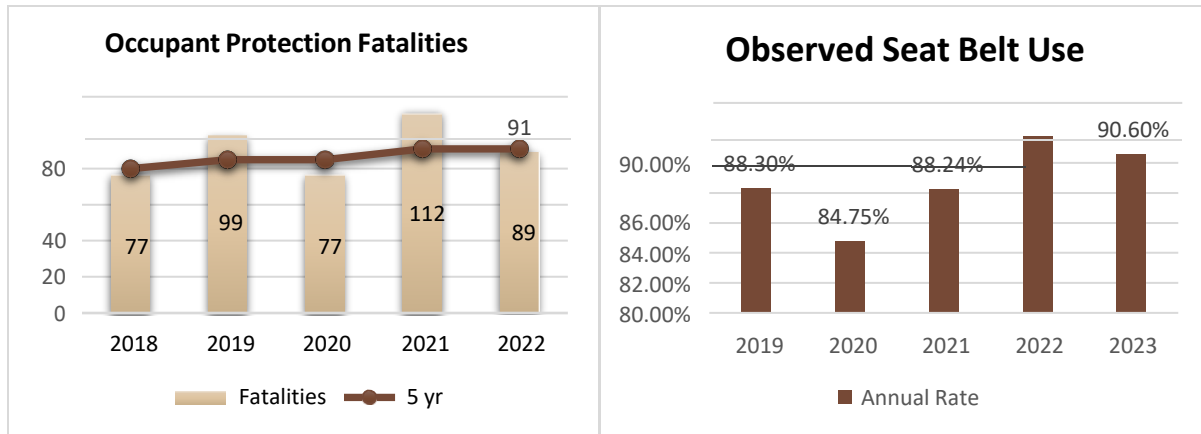
Performance Measure and Target

Two performance measures were established for the Occupant Protection Program. Below are the performance targets for the measures and an evaluation of the progress made towards achieving these targets:

Performance Measure	C-4 Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)
Performance Target	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 1.5% from 91.4 (2018-2022 RA) to 90.0 (2022-2026 RA) by 2026.
Assessment of Progress	Not on track to meet target- The upward trend in the 5-year moving average continued in 2022 indicating that the target of 90.0 set for 2026 is not on track to be met.

Performance Measure	B-1 Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)
Performance Target	passenger vehicles, front seat outboard occupants by .70% from a current safety level of 91.80% by 92.50% by December 31, 2026.
Assessment of Progress	In Progress - Based on the results obtained in 2023, the performance target of 92.50%, it would be in progress.





Problem Identification Related to Targets That Are Not on Track to Be Met

Since the target for reducing unrestrained passenger vehicle occupant fatalities is not on track to be met, the following key findings were identified for 2022:

- Motor vehicle occupants who were killed or injured were more likely to be unrestrained when alcohol or speed was involved in the crash.
- 80% of the unrestrained motor vehicle occupants killed in crashes were male.
- Statistics show that of the 89 vehicle occupants who lost their lives on our roads in 2022, 33% were not wearing a seatbelt at the time of the crash.
- 24% of the unrestrained motor vehicle occupants killed were between 25-34 years old; 16% were between 16-24 years old.
- The highest proportions of unrestrained motor vehicle occupant fatalities by day of the week occurred on Sunday with 22%.
- Motor vehicle occupants who were killed or injured in crashes were more likely to be unrestrained at night (between 10 PM and 5:59 AM), accounting for 42% of such incidents.

Adjustments to Countermeasure Strategies for Programming Funds

The following adjustment will be made to a selected strategy in Puerto Rico's FFY 2024-2026 Triennial HSP to support reductions in occupant protection fatalities.

- **Strategy OP-3: High Visibility Seat Belt Law Enforcement - Adjustment**
 - *To effectively reduce fatalities, the PRTSC will continue to engage in high-impact mobilizations with the active participation of the Puerto Rico State Police and an increased involvement of Municipal Police. Additionally, we aim to ensure that law enforcement maintains consistent efforts to address seat belt compliance, even outside of designated campaigns or mobilization periods. This continuous enforcement approach will help to reinforce the importance of seat belt use among drivers and passengers, thereby contributing to sustained reductions in fatalities.*

Changes to Performance Plan

No new performance measures have been added in the Occupant Protection Program.

Project and Subrecipient Information

Project Name	Occupant Protection Observational Surveys
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Project Description	<p>A specialized firm will be contracted to conduct the observational surveys and attitude surveys to measure the effectiveness and to identify which strategies were effective and areas where it will be necessary to improve or refine proposed strategic and action plans for future campaigns. The surveys will present awareness attitudes and of respondents' essential to understanding unrestrained passengers in all seating position practice. With a non-intimidating environment, the information gathering unveils facts regarding drivers' opinions, knowledge, level of awareness, and attitudes regarding unrestrained conduct in all seating positions, perception of risks such as getting caught by the police (enforcement), safety, and the effect of the prevention messages. Obtained data and feedback will identify areas of improvement for future unrestrained passengers' strategic planning and future campaigns. Data will also be used to compare results over time. Will measure the September 2025 Child Restraint Awareness, Prevention and Educational Effort and the February 2025 and May-June 2025 Click It or Ticket Campaign. The parameters and regulations established by the National Highway Traffic Safety Administration (NHTSA) under the objective, will be implemented to conduct an observational survey to measure occupant protection enforcement and media campaign. The obtained information leads to double the resources and design efforts that have influenced used in activities such as design of the sample of municipalities and places to conduct observations and quality control procedures and monitoring, traffic/hours when carrying out observations and observational protocol according to the number of lanes, and statistics and measurements. Per established by the guidelines, the study will be conducted in August 2025.</p>	
Performed Location	State Highway Safety Office	
Federal funding source (s)	BIL 405b OP Low BIL 405b OP High	
Project Agreement Number	25-05-29	
Subrecipient(s)	Puerto Rico Traffic Safety Commission	
Organization type	State Agency	
Amount of Federal Funds	\$132,000.00	
Eligible Use of Funds		GTS Code
	405b Low OP Information System	M2OP
	405b High OP Information System	M1OP
Planning and Administration	No	
Whether the project is a promised project	No	

The countermeasure strategy or strategies for programming funds

OP-4: Research, evaluation, and analytical support for the Performance-Based Occupant Protection Program in Puerto Rico

Project Name	Puerto Rico Fire Department - Fitting Stations	
Project Description	As part of the strategies to increase the appropriate use of child restraint systems, the PRTSC will fund projects to provide child seat inspections and child passenger safety education in collaboration with the Puerto Rico Fire Department through the coordination and operation of portable stations or community outreach events. At least 9,000 inspections will be conducted during FFY 2025.	
Performed Location	Island-wide	
Federal funding source (s)	BIL 405b OP Low BIL 405b OP High	
Project Agreement Number	25-05-43	
Subrecipient(s)	Puerto Rico Fire Department	
Organization type	State Agency	
Amount of Federal Funds	\$20,000.00	
Eligible Use of Funds		GTS Code
	405b Low Community CPS Services	M2CPS
	405b High Community CPS Services	M1CPS
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	OP-1: Child Restraint System Inspection Stations	

Project Name	Increase Child Protection & Education
Project Description	<p>This project will increase the number of trained CPS technicians across the Island. Conduct two (2) CPST courses, train 20 new child passenger safety technicians and conduct 9,000 inspections in the permanent fitting stations. It also includes the renewal of the licenses of the certified technicians assigned to the Puerto Rico Fire Department, since the agency's administrative process is a bit complicated. By completing renewals from PRTSC, we ensure that technicians do not lose their certifications.</p> <p>This project, also, plans to purchase and distribute child restraint to low income and underserved population for checkpoints, fitting stations,</p>



	and community programs will be funded 10% with 405(b) funds, to be distributed through PRTSC's loaning programs to a population under poverty levels.	
Performed Location	State Highway Safety Office	
Federal funding source (s)	BIL 405b OP High	
Project Agreement Number	25-05-27	
Subrecipient(s)	Puerto Rico Traffic Safety Commission	
Organization type	State Agency	
Amount of Federal Funds	\$72,600.00	
Eligible Use of Funds		GTS Code
	405b High Underserved CPS Programs	B1CPS_US
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	OP-2: Training Child Passenger Safety Technicians & Car Seat Education & Events and Distribution Programs	

Project Name	Program and Services Coordination Officer (Occupant Protection Restraint)	
Project Description	This project's main objective is to provide a Program Coordinator to oversee proper funds implementation and compliance. The coordinator's salary is 85% funded from this project and 15% from the Distracted Driving Program. Also, local, and stateside travel, equipment, and consultant costs are funded.	
Performed Location	State Highway Safety Office	
Federal funding source (s)	BIL NHTSA 402	
Project Agreement Number	25-05-03	
Subrecipient(s)	Puerto Rico Traffic Safety Commission	
Organization type	State Agency	
Amount of Federal Funds	\$52,000.00	
Eligible Use of Funds		GTS Code
	Safety Belts	OP
Planning and Administration	No	

Whether the project is a promised project	No
The countermeasure strategy or strategies for programming funds	OP-5: Highway Safety Office Program Management (OP)

Project Name	Seat Belt & CIOT Enforcement Mobilization
Project Description	This project has the purpose to increase seat belt use and educate the public on the impact proper seatbelt use has had on reducing injuries and fatalities in motor vehicle crashes. Based in this data, PRTSC plan to conduct (2) Mobilizations on the hours of 2:00 pm - 6:00 pm (Daytime) and - 6:00 pm to 10:00 pm (Nighttime), the Click It or Ticket campaigns will be conducted from February 10-16, 2025, and another from May 19 to June 1, 2025, Funds will be provided to State and municipal law enforcement agencies to implement seat belt saturation and/or tactical overtime patrols. State and municipal police forces will receive funds to participate in enforcement efforts. Costs include overtime hours, fringe benefits. For both mobilizations, greater participation will be requested in the geographic areas in which at least 70 percent of the unrestrained passenger vehicle occupant fatalities, combined fatalities, and serious injuries occurred. Also, the municipal police participating in the mobilization will impact 70% of the urban population and 30% of the rural area. On the other hand, the PRPD will impact 100% of the population (urban & rural area). This type of enforcement has proven to be an effective mechanism to maintain awareness of these matters of road safety.
Performed Location	Island-wide & Municipalities throughout the Commonwealth
Federal funding source (s)	BIL NHTSA 402 BIL 405b OP High
Project Agreement Number	25-05-XX
Subrecipient(s) Organization type	Municipal Polices & PRPD (Traffic Bureau) State Agency & Local Agencies
	Preliminary list for participating for CIOT:
	1. Puerto Rico Police Department 2. Municipal Police of Aguadilla 3. Municipal Police of Arecibo 4. Municipal Police of Bayamon 5. Municipal Police of Barceloneta 6. Municipal Police of Caguas 7. Municipal Police of Carolina 8. Municipal Police of Catano 9. Municipal Police of Camuy 10. Municipal Police of Cidra 11. Municipal Police of Corozal 12. Municipal Police of Florida 13. Municipal Police of Guayama



- 14. Municipal Police of Guaynabo
- 15. Municipal Police of Hatillo
- 16. Municipal Police of Isabela
- 17. Municipal Police of Moca
- 18. Municipal Police of Morovis
- 19. Municipal Police of Ponce
- 20. Municipal Police of Salinas
- 21. Municipal Police of Sabana Grande
- 22. Municipal Police of San German
- 23. Municipal Police of San Juan
- 24. Municipal Police of Toa Baja
- 25. Municipal Police of Utuado
- 26. Municipal Police of Vega Baja
- 27. Municipal Police of Yauco

Amount of Federal Funds **\$450,000.00**

Eligible Use of Funds

	GTS Code
Safety Belts	OP
405b High HVE	M1HVE

Planning and Administration

No

Whether the project is a promised project

No



The countermeasure strategy or strategy for programming funds OP-3:High Visibility Seat Belt Law Enforcement



Program Area: Community Traffic Safety Program

Updates to Triennial Highway Safety Plan (3HSP) by Program

Countermeasure Strategy for Programming Funds

Puerto Rico developed two comprehensive countermeasure strategies for Community Traffic Safety Program in the FFY 2024-2026 Triennial HSP. These well-thought-out strategies effectively address the issues identified in the problem identification process and guide the implementation of targeted projects.

- **Strategy CP-1:** Community Traffic Safety Prevention and Education Programs
- **Strategy CP-2:** Highway Safety Office Program Management (CP)

Performance Measure and Target

Twelve performance measures were established for the Community Traffic Safety Program. Below are the performance targets for the measures and an evaluation of the progress made towards achieving these targets:

Performance Measure	C-1 Traffic Fatalities (FARS)
Performance Target	Reduce total fatalities by 2.5% from 289.4 (2018-2022 RA) to 282.2 (2022-2026 RA) by 2026.
Assessment of Progress	Not on track to meet the target - The upward trend in the 5-year moving average continued in 2023, indicating that the target of 282 is unlikely to be achieved. Based on data from 2019 to 2023, the 5-year moving average reflects 289 fatalities. We will intensify our efforts to reduce fatalities on Puerto Rico's roads.

Performance Measure	C-2 Serious Injuries in Traffic Crashes
Performance Target	Reduce total fatalities by 1% from 569.6 (2018-2022 RA) to 563.9 (2022-2026 RA) by 2026.
Assessment of Progress	Not on track to meet the target - Based on the rolling average from 2019-2023, there has been an increase in the number of serious injuries, reaching a total of 635. This upward trend indicates that the efforts to reduce serious injuries have not been sufficient to meet the set target.

Performance Measure	C-4 Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)
Performance Target	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 1.5% from 91.4 (2018-2022 RA) to 90.0 (2022-2026 RA) by 2026.
Assessment of Progress	Not on track to meet target - The upward trend in the 5-year moving average continued in 2022 indicating that the target of 90.0 set for 2026 is not on track to be met.

Performance Measure	C-5 Alcohol-Impaired Driving Fatalities (FARS)
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Performance Target	Reduce alcohol-impaired driving fatalities by 3.5% from 98.6 (2017-2021 RA) to 95.1 (2022-2026 RA) by 2026.
Assessment of Progress	The 5-year rolling average for alcohol-impaired driving fatalities has shown a slight downward trend, indicating that the target of 95.1 fatalities set for 2026 is on track to be met.

Performance Measure	C-6 Speeding-Related Fatalities (FARS)
Performance Target	Reduce speeding-related fatalities by 2.5% from 89.6 (2018-2022 RA) to 87.4 (2022-2026 RA) by 2026.
Assessment of Progress	Not on track to meet target - The upward trend in the 5-year moving average continued in 2022, indicating that the target of 87.4 set for 2026 is not on track to be met.

Performance Measure	C-7 Motorcyclist Fatalities (FARS)
Performance Target	Reduce motorcyclist fatalities by 1.5% from 49.2 (2018-2022 RA) to 48.5 (2022-2026 RA) by 2026.
Assessment of Progress	Not on track to meet target - Since the 5-years moving average continue an upward trend, the target of 48.5 is not on track to be met. The decrease in fatalities to 54 in 2022, however indicates the upward trend in the moving average may not occur in time to meet the target for 2026.

Performance Measure	C-8 Unhelmeted Motorcyclist Fatalities (FARS)
Performance Target	Reduce unhelmeted motorcyclist fatalities by 4.0% from 29.2 (2018-2022 RA) to 28.0 (2022-2026 RA) by 2026.
Assessment of Progress	Not on track to meet target - the upward trend in the 5 years moving average continue in 2022, indicating that the target of 28 set for 2026 is not on track to be met.

Performance Measure	C-9 Drivers Age 20 or Younger involved in Fatal Crashes (FARS)
Performance Target	Reduce drivers age 20 and younger involved in fatal crashes by 2.0% from 27.6 (2017-2021 RA) to 27.0 (2022-2026 RA) by 2026.
Assessment of Progress	In progress - According to the rolling average from 2018-2022, there has been an increase in the number of drivers aged 20 or younger involved in fatal crashes, reaching a figure of 26.4. This rising trend indicates that we are not on track to meet the established target for the 2022-2026 period. Given this trend, it is uncertain whether the target will be achievable.

Performance Measure	C-10 Pedestrian Fatalities (FARS)
Performance Target	Reduce pedestrian fatalities by 2.0% from 87.6 (2018-2022 RA) to 85.8 (2022-2026 RA) by 2026.

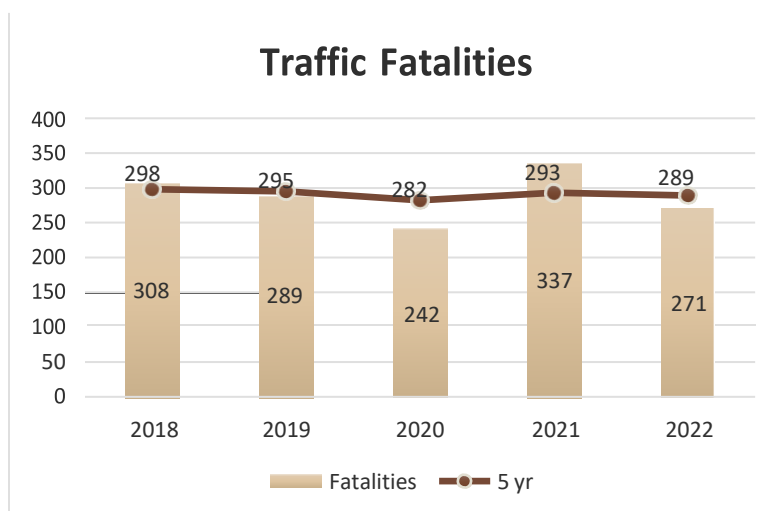


Assessment of Progress	Target met - A downward trend in the 5-year moving average was achieved, reaching 81.4% in 2023. This indicates that Puerto Rico is on track to meet its 2026 target of 85.8%.
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Performance Measure	C-11 Bicyclist Fatalities (FARS)
Performance Target	Reduce bicyclist fatalities by 5% from 9.8 (2017-2021 RA) to 9.3 (2022-2026 RA) by 2026.
Assessment of Progress	Not on track to meet target - The upward trend in the 5-year moving average continued in 2023, indicating that the projected target of 9.3% is unlikely to be met. We will reinforce our efforts to reduce bicyclist fatalities.

Performance Measure	C-12 Youth Impaired Driving Fatalities (FARS)
Performance Target	Reduce youth alcohol impaired driving fatalities by 5.0% from 18.8 (2016-2020 RA) to 17.9 (2022-2026 RA) by 2026.
Assessment of Progress	Target met - The 5-year rolling average for youth alcohol-impaired driving fatalities has shown a downward trend, indicating that the target of 17.9 fatalities set for 2026 is on track to be met.

Performance Measure	B-1 Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)
Performance Target	passenger vehicles, front seat outboard occupants by .70% from a current safety level of 91.80% by 92.50% by December 31, 2026.
Assessment of Progress	In Progress - Based on the results obtained in 2023, the performance target of 92.50%, it would be in progress.



Problem Identification Related to Targets That Are Not on Track to Be Met

- Data from FARS indicates that drivers are the group most frequently involved in fatal crashes, with a total of 114 driver fatalities in 2022. This is followed by 67 pedestrians, 54 motorcyclists, 24 passengers, 11 cyclists, and 1 classified as "other."
- In terms of age groups, individuals aged 25-36 are the most affected by traffic fatalities. However, among pedestrians, those aged 50 and older are the most frequently killed in traffic crashes.
- Of the 271 total fatalities in 2022, the majority were male, accounting for 219 fatalities.
- Saturdays and Sundays are the deadliest days on the roads, with a combined total of 112 fatalities.
- The five municipalities with the highest number of fatalities in 2022 were San Juan (28 fatalities), Bayamón (15), Caguas (15), Carolina (14), and Ponce (13).

Adjustments to Countermeasure Strategies for Programming Funds

The following adjustment will be made to a selected strategy in Puerto Rico's FFY 2024-2026 Triennial HSP to support the reduction of all traffic fatalities.

- **Strategy CP-1: Community Traffic Safety Prevention and Education Programs - Adjustment**
 - Collaboration with public and private organizations will be established to effectively deliver the educational message to the public, with a focus on addressing the specific needs of each program area.
 - Surveys will be conducted to assess the effectiveness of educational talks and activities.
 - The impact of strategies will be enhanced according to the ranking that corresponds to the specific needs of each municipality.

Changes to Performance Plan

No new performance measures have been added in the Community Traffic Safety Program.

Project and Subrecipient Information

Project Name	Community Program of Guayama
Project Description	The Guayama Community Program continues to educate the public about road safety to prevent crashes, injuries and fatalities on public roads. The program carries out different strategies aimed at the PRTSC program areas of Alcohol Impaired Driving, Youth Alcohol, Occupant Protection, Pedestrian, Bicyclist, Speeding Danger, Aggressive Driving, Distracted Driving and Motorcyclist Safety. The Community Program of the Municipality of Guayama works 9 municipalities within its geographical area providing guidance on Road Safety, through educational talks, videoconferences, interactive face-to-face and virtual workshops, creation of educational pages in different social networks, participation in safety fairs, school activities, conducting training in different public and private agencies, coordination and participation in inspections to teach parents or guardians to properly install and certify that child safety seats are properly installed, among other P&E. that have to do with road safety. In addition, they participate in 4 annual group project meetings and project and event follow-up meetings. They receive road safety training, prepare reports and



	manage funds to ensure that the objectives and strategies set out in the project proposal are achieved. They make good use of funds.	
	The program has a coordinator and an assistant, costs are for staff salaries, fringe benefits, supplies, vehicle, vehicle maintenance, equipment and local and out of state travel expenses.	
Performed Location	City of Guayama, neighboring towns, and adjacent communities	
Affected Communities	Yes; PP&E – Traffic safety issues concerns, problems and road safety education about trending topics	
Federal funding source (s)	BIL NHTSA 402	
Project Agreement Number	25-06-11	
Subrecipient(s)	Municipality of Guayama	
Organization type	Local Agency	
Amount of Federal Funds	\$126,344.00	
Eligible Use of Funds	GTS Code	
	Community Traffic Safety Programs	CP
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	CP-1: Community Traffic Safety Prevention and Education Programs	

Project Name	Community Program of Barceloneta
Project Description	The Barceloneta Community Program continues to educate the public about road safety to prevent crashes, injuries and fatalities on public roads. The program carries out various strategies targeting the PRTSC program areas of Alcohol Impaired Driving, Youth Alcohol, Occupant Protection, Pedestrian and Bicyclist Safety, Speeding Danger, Distracted Driving and Motorist Safety. The Community Program of the Municipality of Barceloneta works 10 municipalities within its geographical area, providing guidance on Road Safety through educational talks, videoconferences, interactive face-to-face and virtual workshops, creating educational pages in different social networks, participating in safety fairs, school activities, conducting training in different public and private agencies, coordinating and participating in inspections to teach parents or guardians to correctly install and certify that child safety seats are properly installed, among other P&E. The CP Barceloneta intends to acquire new equipment to complement the activities and make them more interactive, that have to do with road safety. In addition, they participate in 4 annual group project meetings and project and event



	<p>follow-up meetings. They receive road safety training, report and manage funds to ensure that the objectives and strategies set out in the project proposal are achieved. They make good use of funds.</p> <p>The program has a one coordinator and one assistant, costs are for staff salaries, fringe benefits, supplies, equipment, vehicle maintenance, and local and out-of-state travel expenses.</p>
Performed Location	City of Barceloneta, neighboring towns, and adjacent communities
Affected Communities	Yes; PP&E – Traffic safety issues concerns, problems and road safety education about trending topics
Federal funding source (s)	BIL NHTSA 402
Project Agreement Number	25-06-15
Subrecipient(s)	Municipality of Barceloneta
Organization type	Local Agency
Amount of Federal Funds	\$80,451.00
Eligible Use of Funds	GTS Code
	Community Traffic Safety Programs CP
Planning and Administration	No
Whether the project is a promised project	No
The countermeasure strategy or strategies for programming funds	CP-1: Community Traffic Safety Prevention and Education Programs

Project Name	Community Program of Isabela
Project Description	<p>The Isabela Community Program focuses on educating by bringing the message of road safety to the public to prevent crashes, injuries and deaths on public roads. The program carries out different strategies aimed at the PRTSC program areas of Alcohol Impaired Driving, Alcohol among Youth, Occupant Protection, Non-motorized, Speed, Distracted Driving and Motorist Safety. The Community Program of the Municipality of Isabela works 8 municipalities within its geographic area conducting orientations on Road Safety, through educational talks, videoconferences, face-to-face and virtual interactive workshops, create educational pages in different social networks, participate in safety fairs, school activities, conduct trainings in different public and private agencies, coordinate and participate in inspections to teach parents or guardians to correctly install and certify that child safety seats are correctly installed, among other P&E. that have to do with road safety. For the next fiscal year, CP Isabela intends to acquire new equipment to carry the educational message in a more interactive way</p>



	<p>in all its activities. In addition, they participate in 4 annual group project meetings and project and event follow-up meetings. They receive road safety training, report and manage funds to ensure that the objectives and strategies set out in the project proposal are achieved. They make good use of funds. For FY2025, a new request will be made for the acquisition of an official vehicle dedicated exclusively to the program, as at the date of this report it has not yet been approved by NHTSA. This acquisition is justified to enhance the program's performance and will provide greater flexibility and efficiency in its operations, thereby maximizing its impact and outreach for the benefit of the community it serves. Having a dedicated vehicle will ensure a more effective and timely execution of its activities.</p> <p>The program has a one coordinator and one assistant, costs are for staff salaries, fringe benefits, supplies, vehicle, vehicle maintenance, equipment, equipment maintenance, and local and out-of-state travel expenses.</p>	
Performed Location	City of Isabela, neighboring towns, and adjacent communities	
Affected Communities	Yes; PP&E – Traffic safety issues concerns, problems and road safety education about trending topics	
Federal funding source (s)	BIL NHTSA 402	
Project Agreement Number	25-06-21	
Subrecipient(s)	Municipality of Isabela	
Organization type	Local Agency	
Amount of Federal Funds	\$124,508.00	
Eligible Use of Funds		GTS Code
	Community Traffic Safety Programs	CP
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	CP-1: Community Traffic Safety Prevention and Education Programs	

Project Name	Community Program of Sabana Grande
Project Description	The Sabana Grande Community Program focuses on educating by bringing the message of road safety to the public to prevent crashes, injuries and deaths on public roads. The program carries out different strategies aimed at the PRSC program areas of Alcohol Impaired Driving, Alcohol among Youth, Occupant Protection, Pedestrian & Bicyclist Safety Zone, Speed, Distracted Driving and Motorist Safety. The Community Program of the Municipality of Sabana Grande works 7



	<p>municipalities within its geographic area conducting orientations on Road Safety, through educational talks, videoconferences, face-to-face and virtual interactive workshops, different social networks, participate in safety fairs, school activities, conduct trainings in different public and private dependencies, coordinate and participate in inspections to teach parents or guardians to correctly install and certify that child safety seats are correctly installed, among other P&E. that have to do with road safety. In addition, educational pages in For this fiscal year, the CP Sabana Grande intends to acquire new distraction, alcohol and motor equipment, so that its activities are more interactive and easier to understand when it comes to delivering the educational message. In addition, they participate in 4 annual group project meetings and follow-up meetings for projects and events. They receive road safety training, report and manage funds to ensure that the objectives and strategies set out in the project proposal are achieved. They make good use of funds.</p> <p>The program has a coordinator and an assistant, costs are for staff salaries, fringe benefits, supplies, equipment, vehicle maintenance and local and out-of-state travel expenses.</p>	
Performed Location	City of Sabana Grande, neighboring towns, and adjacent communities	
Affected Communities	Yes; PP&E – Traffic safety issues concerns, problems and road safety education about trending topics	
Federal funding source (s)	BIL NHTSA 402	
Project Agreement Number	25-06-22	
Subrecipient(s)	Municipality of Sabana Grande	
Organization type	Local Agency	
Amount of Federal Funds	\$85,810.00	
Eligible Use of Funds		GTS Code
	Community Traffic Safety Programs	CP
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	CP-1: Community Traffic Safety Prevention and Education Programs	

Project Name	Community Program of San Germán
Project Description	The San Germán Community Program focuses on educating by bringing the message of road safety to the public to prevent crashes, injuries and deaths on public roads. The program carries out different strategies



	<p>aimed at the PRTSC program areas of Alcohol Impaired Driving, Alcohol among Youth, Occupant Protection, Non-motorized, Speed, Distracted Driving and Motorist Safety. The Community Program of the Municipality of San Germán works 8 municipalities within its geographic area conducting orientations on Road Safety, through educational talks, videoconferences, face-to-face and virtual interactive workshops, create educational pages in different social networks, participate in safety fairs, school activities, conduct trainings in different public and private dependencies, coordinate and participate in inspections to teach parents or guardians to correctly install and certify that child safety seats are correctly installed, among other P&E. that have to do with road safety. In addition, they participate in 4 annual group project meetings and project and event follow-up meetings. They receive road safety training, report and manage funds to ensure that the objectives and strategies set out in the project proposal are achieved. They make good use of funds.</p> <p>The program has a one coordinator and one assistant, costs are for staff salaries, fringe benefits, supplies, equipment, vehicle maintenance, equipment maintenance, and local and out-of-state travel expenses.</p>	
Performed Location	City of San Germán, neighboring towns, and adjacent communities	
Affected Communities	Yes; PP&E – Traffic safety issues concerns, problems and road safety education about trending topics	
Federal funding source (s)	BIL NHTSA 402	
Project Agreement Number	25-06-28	
Subrecipient(s)	Municipality of San Germán	
Organization type	Local Agency	
Amount of Federal Funds	\$78,047.00	
Eligible Use of Funds		GTS Code
	Community Traffic Safety Programs	CP
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	CP-1: Community Traffic Safety Prevention and Education Programs	

Project Name	Community Program of Naranjito
Project Description	The Naranjito Community Program focuses on educating by bringing the message of road safety to the public to prevent crashes, injuries and deaths on public roads. The program carries out different strategies



	<p>aimed at the PRTSC program areas of Alcohol Impaired Driving, Alcohol among Youth, Occupant Protection, Pedestrian & Bicyclist Safety Zone, Speed, Distracted Driving and Motorist Safety. The Community Program of the Municipality of Naranjito works 10 municipalities within its geographic area conducting orientations on Road Safety, through educational talks, videoconferences, face-to-face and virtual interactive workshops, create educational pages in different social networks, participate in safety fairs, school activities, conduct trainings in different public and private dependencies, coordinate and participate in inspections to teach parents or guardians to correctly install and certify that child safety seats are correctly installed, among other P&E. that have to do with road safety. In addition, they participate in 4 annual group project meetings and project and event follow-up meetings. They receive road safety training, report, and manage funds to ensure that the objectives and strategies set out in the project proposal are achieved. They make good use of funds.</p> <p>The program has a one coordinator and one assistant, costs are for staff salaries, fringe benefits, supplies, equipment, vehicle maintenance, and local and out-of-state travel expenses.</p>	
Performed Location	City of Naranjito, neighboring towns, and adjacent communities	
Affected Communities	Yes; PP&E – Traffic safety issues concerns, problems and road safety education about trending topics	
Federal funding source (s)	BIL NHTSA 402	
Project Agreement Number	25-06-29	
Subrecipient(s)	Municipality of Naranjito	
Organization type	Local Agency	
Amount of Federal Funds	\$73,689.00	
Eligible Use of Funds		GTS Code
	Community Traffic Safety Programs	CP
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	CP-1: Community Traffic Safety Prevention and Education Programs	

Project Name	Community Program of Cataño
Project Description	The Cataño Community Program focuses on educating by bringing the message of road safety to the public to prevent crashes, injuries and deaths on public roads. The program carries out different strategies aimed at the PRTSC program areas of Alcohol Impaired Driving, Alcohol



among Youth, Occupant Protection, Pedestrian & Bicyclist Safety Zone, Speed & Aggressive, Distracted Driving and Motorist Safety. The Community Program of the Municipality of Cataño works 6 municipalities within its geographic area conducting orientations on Road Safety, through educational talks, videoconferences, face-to-face and virtual interactive workshops, work educational pages in different social networks, participate in safety fairs, school activities, conduct trainings in different public and private dependencies, coordinate and participate in inspections to teach parents or guardians to correctly install and certify that child safety seats are correctly installed, among other P&E. that have to do with road safety. for this fiscal year 2025 the CP Cataño is proposing to acquire exhibition equipment, to make their activities more interactive and to be able to show when educating the public. In addition, they participate in 4 annual group project meetings and follow-up project and event meetings. They receive road safety training, report and manage funds to ensure that the objectives and strategies set out in the project proposal are achieved. They make good use of funds. For FY2025, a new application will be made for the procurement of an official vehicle dedicated exclusively to the program, as at the date of this report it has not yet been approved by NHTSA. This procurement is justified to improve the program's performance and will provide greater flexibility and efficiency in its operations, thereby maximizing its impact and reach for the benefit of the community it serves. Having a dedicated vehicle will ensure a more efficient and timely execution of its activities.

The program has a one coordinator and one assistant, costs are for staff salaries, fringe benefits, supplies, vehicle, vehicle maintenance, equipment, equipment maintenance, and local and out-of-state travel expenses.

Performed Location	City of Cataño, neighboring towns, and adjacent communities	
Affected Communities	Yes; PP&E – Traffic safety issues concerns, problems and road safety education about trending topics	
Federal funding source (s)	BIL NHTSA 402	
Project Agreement Number	25-06-46	
Subrecipient(s)	Municipality of Cataño	
Organization type	Local Agency	
Amount of Federal Funds	\$116,228.00	
Eligible Use of Funds		GTS Code
	Community Traffic Safety Programs	CP
Planning and Administration	No	
Whether the project is a promised project	No	



The countermeasure strategy or strategies for programming funds	CP-1: Community Traffic Safety Prevention and Education Programs
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Project Name	Community Program of Ceiba	
Project Description	<p>The Ceiba Community Program continues to educate, bringing the message of road safety to the public to prevent crashes, injuries and fatalities on public roads. The program carries out different strategies aimed at the PRTSC program areas of Alcohol Impaired Driving, Youth Alcohol, Occupant Protection, Speed, Distracted Driving and Motorist Safety. The Community Program of the Municipality of Ceiba works 10 municipalities within its geographical area providing guidance on Road Safety, through educational talks, videoconferences, interactive face-to-face and virtual workshops, creating educational pages in different social networks, participating in safety fairs, school activities, conducting training in different public and private agencies, coordinating and participating in inspections to teach parents or guardians to correctly install and certify that child safety seats are properly installed, among other P&E. that have to do with road safety. In addition, they participate in 4 annual group project meetings and project and event follow-up meetings. They receive road safety training, report and manage funds to ensure that the objectives and strategies set out in the project proposal are achieved. They make good use of funds. For FY2025, a new request will be made for the acquisition of an official vehicle dedicated exclusively to the program, as at the date of this report it has not yet been approved by NHTSA. This acquisition is justified to enhance the program's performance and will provide greater flexibility and efficiency in its operations, thereby maximizing its impact and outreach for the benefit of the community it serves. Having a dedicated vehicle will ensure a more effective and timely execution of its activities.</p> <p>The program has a one coordinator and one assistant, costs are for staff salaries, fringe benefits, supplies, vehicle, vehicle maintenance, equipment, equipment maintenance, and local and out-of-state travel expenses.</p>	
Performed Location	City of Ceiba, neighboring towns, and adjacent communities	
Affected Communities	Yes; PP&E – Traffic safety issues concerns, problems and road safety education about trending topics	
Federal funding source (s)	BIL NHTSA 402	
Project Agreement Number	25-06-47	
Subrecipient(s)	Municipality of Ceiba	
Organization type	Local Agency	
Amount of Federal Funds	\$120,154.00	
Eligible Use of Funds		GTS Code



	Community Traffic Safety Programs	CP	
Planning and Administration	No		
Whether the project is a promised project	No		
The countermeasure strategy or strategies for programming funds	CP-1: Community Traffic Safety Prevention and Education Programs		

Project Name	Community Program of Guaynabo		
Project Description	<p>The Guaynabo Community Program focuses on educating by bringing the message of road safety to the public to prevent crashes, injuries and deaths on public roads. The program carries out different strategies aimed at the PRSC program areas of Alcohol Impaired Driving, Alcohol among Youth, Occupant Protection, Pedestrian & Bicyclist Safety Zone, Speed, Distracted Driving and Motorist Safety. The Community Program of the Municipality of Guaynabo works 5 municipalities within its geographic area conducting orientations on Road Safety, through educational talks, videoconferences, face-to-face and virtual interactive workshops, create educational pages in different social networks, participate in safety fairs, school activities, conduct trainings in different public and private dependencies, coordinate and participate in inspections to teach parents or guardians to correctly install and certify that child safety seats are correctly installed, among other P&E. that have to do with road safety. In addition, they participate in 4 annual group project meetings and project and event follow-up meetings. They receive road safety training, report, and manage funds to ensure that the objectives and strategies set out in the project proposal are achieved. They make good use of funds. For FY2025, a new request will be made for the acquisition of an official vehicle dedicated exclusively to the program. This acquisition is justified to enhance the program's performance and will provide greater flexibility and efficiency in its operations, thereby maximizing its impact and outreach for the benefit of the community it serves. Having a dedicated vehicle will ensure a more effective and timely execution of its activities.</p> <p>The program has a one coordinator and one assistant, costs are for staff salaries, fringe benefits, supplies, vehicle, vehicle maintenance, equipment, equipment maintenance, and local and out-of-state travel expenses.</p>		
Performed Location	City of Guaynabo, neighboring towns, and adjacent communities		
Affected Communities	Yes; PP&E – Traffic safety issues concerns, problems and road safety education about trending topics		
Federal funding source (s)	BIL NHTSA 402		
Project Agreement Number	25-06-52		



Subrecipient(s)	Municipality of Guaynabo	
Organization type	Local Agency	
Amount of Federal Funds	\$108,057.00	
Eligible Use of Funds		GTS Code
	Community Traffic Safety Programs	CP
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	CP-1: Community Traffic Safety Prevention and Education Programs	

Project Name	Traffic Safety Education Park (PESET)
Project Description	<p>The Road Safety Educational Park, better known as (PESET), is specialized in the education of children from 3 to 18 years old. This educational park has the theoretical and practical part in road safety, imitates and simulates an ideal city, where positive behavior is promoted and at the same time, it is instructive and educational on the topics of road safety laws, with the main objective of promoting safe behavior.</p> <p>PESET will continue to provide road safety education and experiences such as: drunk driver (alcohol and cannabis), pedestrian and cyclist.</p> <p>To promote the importance of road safety among children from 3 to 18 years old so that they learn to correct habits and know the traffic law regulations that they will apply throughout their adult life, this will be done first in a classroom and then in the park replica of typical roads of Puerto Rico.</p> <p>In addition, for FFY 2025 the traffic safety educators will continue to offer the alcohol course to future driver's license candidates or citizens sent by the court. This course is a requirement of traffic law and is a partnership with the Department of Transportation and Public Works (DTOP).</p> <p>The PESET park has one (1) administrator, (3) instructor teacher, one (1) office system technician, and (1) equipment technician, costs correspond to staff salaries, fringe benefits, supplies, material, equipment maintenance, and local and out-of-state travel expenses.</p>
Performed Location	City of Arecibo, neighboring towns, and adjacent communities
Affected Communities	Yes; PP&E – Traffic safety issues concerns, problems and road safety education about trending topics
Federal funding source (s)	BIL NHTSA 402
Project Agreement Number	25-06-50
Subrecipient(s)	Puerto Rico Traffic Safety Commission



Organization type	State Agency	
Amount of Federal Funds	\$295,000.00	
Eligible Use of Funds		GTS Code
	Community Traffic Safety Programs	CP
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	CP-1: Community Traffic Safety Prevention and Education Programs	

Project Name	Program and Services Coordination Officer (Community Programs)	
Project Description	<p>The Program and Services Coordination Officer (Community Programs) is responsible for efficiently organizing and overseeing tasks, providing leadership, training, and technical support to other state agencies, as well as local road safety programs and projects. Additionally, the officer will be responsible for coordinating targeted campaigns, training sessions, data analysis, and collaborative partnerships to improve road safety. This proactive approach will help reduce the number of road traffic injuries and fatalities, making our roads safer for everyone.</p> <p>Funds will cover salaries, fringe benefits, local and out-of-state travel, professional services, equipment, and other expenses.</p>	
Performed Location	State Highway Safety Office	
Federal funding source (s)	BIL NHTSA 402	
Project Agreement Number	25-06-31	
Subrecipient(s)	Puerto Rico Traffic Safety Commission	
Organization type	State Agency	
Amount of Federal Funds	\$57,000.00	
Eligible Use of Funds		GTS Code
	Community Traffic Safety Programs	CP
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies	CP-2: Highway Safety Office Program Management (CP)	

for programming
funds

Program Area: Traffic Records

Updates to Triennial Highway Safety Plan (3HSP) by Program

Countermeasure Strategy for Programming Funds

Puerto Rico developed five comprehensive countermeasure strategies for the Traffic Records Program area in the FFY 2024-2026 Triennial HSP. These well-thought-out strategies effectively address the issues identified in the problem identification process and guide the implementation of targeted projects.

- Strategy TR-1: Improve completeness of the Citation/ Adjudication data system
- Strategy TR-2: Improves accessibility of a core highway safety database
- Strategy TR-3: Improves completeness of a core highway safety database
- Strategy TR-4: Improve Traffic Cases Court Files and Adjudication Data System
- Strategy TR-5: Highway Safety Office Program Management (TR)

Performance Measure and Target

Two performance measure was established for the Traffic Records Program area. Below is the performance target for the measure and an evaluation of the progress made toward achieving this target:

Performance Measure	B-3 Crash records with no missing critical data elements (Crash, Fatal and Non-Motorist) in the CARE database.
Performance Target	Increase of crash records with no missing critical data elements (Crash, Fatal and Non-Motorist) in the CARE database by 1.5 percentage points from 90.50 percent in 2022 to 92.00 percent by December 31, 2026.
Assessment of Progress	No track to meet target- The objective of increasing the percentage of crash records with critical data elements in the CARE database to 92.00% by December 31, 2026, will not be met due to several significant challenges.

Performance Measure	B-4 Validation criminal records of impaired driver in the PR-CJIS/RCI database.
Performance Target	Increase of Validation criminal records of impaired driver in the PR-CJIS/RCI database by 24.00 percentage points from 49.00 percent in 2022 to 73.00 percent by December 31, 2026.
Assessment of Progress	Target met - Significant progress has been made in validating criminal records of impaired drivers within the PR-CJIS/RCI database. As of the latest data, the validation rate has successfully reached the target of 73.00 percent, marking a 24.00 percentage point increase from the baseline established in 2022.

Problem Identification Related to Targets

The objective of increasing the percentage of crash records with critical data elements in the CARE database to 92.00% by December 31, 2026, will not be met due to several significant

challenges. Key issues include delays in data transmission from the Puerto Rico Police Department (PRPD), technical problems, and insufficient training, coupled with slow response times and bureaucratic hurdles. Additionally, the Puerto Rico Traffic Safety Commission (PRTSC) has faced budget constraints that have hindered the necessary technological advancements and updates to the Model Minimum Uniform Crash Criteria (MMUCC). These factors, combined with limited human resources and outdated infrastructure, have impeded progress toward improving data quality.

Adjustments to Countermeasure Strategies for Programming Funds

The following adjustments will be made to selected strategies in Puerto Rico's FFY 2024-2026 Triennial HSP. Additionally, one strategy was eliminated because it could not be developed as planned.

- **Strategy TR-2: Improves accessibility of a core highway safety database – Adjustment**
 - *In a strong commitment to meeting the goals established for FY2026, the Traffic Records program, through the TRCC and the Sub-committee, is collaborating with the new MMUCC guidelines to establish a comprehensive work plan with the Puerto Rico Police Department. This plan aims to ensure that crash data collection is complete and reliable. The work plan is being designed to commence in January 2025, aligning with the new administration of the Puerto Rico Police Department.*
- **Strategy TR-3: Improves completeness of a core highway safety database – Eliminate**
 - *The Puerto Rico Traffic Safety Commission (PRTSC) initiated the Accident Analysis Office (OAA) project in 2014, with the purpose of effectively addressing the needs related to the "backlog" in data entry in the system. Throughout these ten years, we have managed to address this problem and keep the information constantly updated. However, by virtue of Art. 4.09 of Law 22-2000, which establishes the provisions on the analysis and tabulation of accident reports by the department, it is determined that the agency must tabulate and may analyze all accident reports received in compliance with the provisions of the Law. Likewise, the obligation is established to publish annually, or at shorter intervals, statistical information based on said reports, including data on the number and circumstances of traffic crashes. With the firm commitment to comply with the established legal provisions, we have made the decision to return the project to the Secretariat of the Department of Transportation and Public Works (DTOP) so that it can continue its development and execution under its competent direction of the state.*

Changes to Performance Plan

No new performance measures have been added in the Traffic Records Program area.

Project and Subrecipient Information

Project Name	Program and Services Coordination Officer (Traffic Records)
Project Description	<p>The Program and Services Coordination Officer (Traffic Records) oversees coordinating the work at the interagency level (Traffic Records Coordinating Committee) with the law enforcement agencies for the development and implementation of the Strategic Plan for the six systems (Crashes, Licenses, Vehicles, Medical Emergencies, Citations, and Highways). The goal is to obtain data in a uniform, precise, timely, complete, accessible, and integrated manner.</p> <p>The Traffic Records Coordination Officer provides support using the information available in the crash database. This information is vital for</p>



traffic safety agencies when making road safety decisions, developing law enforcement work plans, and engaging in long-term transportation planning. A Program and Services Coordination Officer (Traffic Records) is needed to continue the integration efforts of the different databases related to road safety. These efforts will help pinpoint crashes and their causes, leading to better planning and implementation of countermeasures for management, operational controls, and evaluation of road safety programs and improvements. The Officer conducts uniform management and ensures that TRCC stakeholders come from all six road data systems.

During FY25, the Traffic Records Coordination Officer will continue to represent the interests of the PRTSC and other interested parties within the road safety community. The Officer will be responsible for reviewing and evaluating new technology to keep road safety data and the traffic record system up to date. Aligned with this objective, the Officer will monitor all changes and issues related to ongoing projects. This includes preparing the Funding Application documents such as "Problem ID", 3HSP, 405c grants, and the Annual Report. The Officer will continue to be part of the Puerto Rico Strategic Highway Safety Plan (SHSP). The Traffic Records Coordination Officer will provide technical assistance to State and Municipal Police forces, agencies, and PRTSC subrecipients regarding accurate crash data statistics and other related information. The Officer will conduct meetings and field visits to evaluate progress and discuss areas for improvement.

Funds will cover the Officer's salary, fringe benefits, equipment, contracts, meetings, supplies, travel, and other related costs.

Performed Location	State Highway Safety Office	
Federal funding source (s)	BIL NHTSA 402	
Project Agreement Number	25-07-01	
Subrecipient(s)	Puerto Rico Traffic Safety Commission	
Organization type	State Agency	
Amount of Federal Funds	\$111,870.00	
Eligible Use of Funds		GTS Code
	Traffic Records	TR
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	TR-5: Highway Safety Office Program Management (TR)	



Project Name	Puerto Rico Road Safety Observatory
Project Description	<p>The Puerto Rico Road Safety Observatory (OSV) is a tool developed in 2019 to collect comprehensive data related to road crashes in Puerto Rico. Federally funded, this tool gathers information from the Puerto Rico Police Crash Report (PPR 621.4) and integrates it into an island-wide crash data system accessible to all users.</p> <p>The OSV serves as a crash data analysis tool that does not require specialized knowledge in statistical analysis. It utilizes an intuitive graphical interface, making it easy to use. The main component of the OSV is the crash dashboard, which is the most frequently used feature. This dashboard includes 194 variables and 36 filters, enabling detailed analysis. One of its key features is the ability to map crashes on state highways.</p> <p>During the FY25 will be working with 13 specific objectives below:</p> <p>Data Quality</p> <ul style="list-style-type: none"> ○ Objective 1 To continue 100% of a quarterly quality report that identifies critical missing and invalid data and is distributed among Police units and officials at the Puerto Rico Traffic Safety Board. ○ Objective 2 To directly collaborate with the Police Traffic Division participating in 12 field meetings offering feedback on the data quality and collecting feedback from the users' experience. <p>Data Completeness</p> <ul style="list-style-type: none"> ○ Objective 3 To provide 100% of a geolocation tool to locate all crashes, particularly crashes in local streets. ○ Objective 4 To provide 100% access and support to the Toxicology Laboratory of the PRDOH for entering alcohol blood test results submitted by the Puerto Rico Police. ○ Objective 5 To request and integrate at least four new sources of data to our basemap and datasets as it becomes available. ○ Objective 6 To modify the data dashboards to satisfy at least 60% of the modification requests submitted by registered users. ○ Objective 7 To upload 100% of the 2022-23 PCR data registered electronically on a weekly basis and develop a prototype for PPR-OSV-FARS-EDT integration toolset that will upload 90% of 2024 fatal PCR data registered electronically on a daily basis. <p>Data Access</p> <ul style="list-style-type: none"> ○ Objective 8 To offer at least 2 orientation online workshops to at least 80 registered users on the use of the new dashboard and develop 60% of asynchronous training prototype for one dashboard. ○ Objective 9 To provide 90% access and support to the PCR search tool to the users with authorized permission so they can access PCRs immediately. ○ Objective 10 At least 60 requests of technical assistance in the use of the online tools will be received and of these requests at least 50 will be addressed by September 30, 2024, and at least



30 requests of problem issues will be received and of these 90% will be addressed in 14 days or less by September 30, 2024. Even though the online portal does not require programming skills or knowledge in the design of queries, users of the portal require support and technical assistance. At present, we receive approximately two requests per week. In addition, small issues periodically arise that require modifications in the software.

- **Objective 11** To survey at least 70% of the members of the Traffic Records Coordinating Committee (TRCC) to ascertain the data and analytical needs of the participating organizations.
- **Objective 12** To implement 80% of the prototype dashboard and printable report tool with which to examine crashes in the road network within the jurisdiction of each Municipality. Municipalities in Puerto Rico address road safety through their Municipal policies and are lacking data on the crashes occurring within their jurisdictions.
- **Objective 13** To provide access and support to the high crash location (HCL) prototype. While expanding the HCL analysis capability feature through at least one enhanced or additional location analysis feature (e.g. SR segment, SR intersection, local segment, or local intersection).

Hiring costs include server rental, programmers and website designers.

Performed Location

State Highway Safety Office

Federal funding source (s)

BIL 405c Data Program

Project Agreement Number

25-07-13

Subrecipient(s)

Puerto Rico Traffic Safety Commission

Organization type

State Agency

Amount of Federal Funds

\$690,000.00

Eligible Use of Funds

	GTS Code
405c Research on process improvement	B3RSRCH

Planning and Administration

No

Whether the project is a promised project

No

The countermeasure strategy or strategies for programming funds

TR-2: Improves accessibility of a core highway safety database



Project Name	Strengthening the Prosecutor's Case Management System	
Project Description	<p>Integrated Criminal Record System contains all the Puerto Rico criminal records and serves as the case management system for DUI prosecutors.</p> <ul style="list-style-type: none"> ○ Exchange criminal justice information between states and federal law enforcement agencies. <p>The Project will continue to collaborate with PRTSC to update the citation/adjudication database, in accordance with the Model Impaired Driving Records Information System (MIDRIS).</p> <p>It will continue to update the recidivism data for drunk driving cases. Updating these criminal records will allow prosecutors to present their cases more effectively and diligently. They will be able to obtain information on the criminal record of drunk drivers quickly, effectively and in a timely manner. Which results in a repeat offender conviction with more penalties to dissuade them from this criminal behavior.</p> <p>During the FFY2025 will continue, the effort with the PRDOJ to building an interface in RCI to connect automatically with the Court's Unified System for Management and Administration of Cases (SUMAC) to have access to complaints, arrest warrants, resolutions, sentences, contempt, imputability hearing resolutions, revocation of probation, etc.</p> <ul style="list-style-type: none"> ○ During FFY 2025, the PRDOJ will continue to work on the RCI interface to improve the flow and access of information between the systems. ○ Also, during the FFY 2025 the PRTSC will coordinate a meeting with the Department of Transportation and Public Works (PRDOT), PRDOJ and the Court Administration Office to explore opportunities for enhancement of data interfaces and linkages between the agencies to be worked on in the future. <p>Funds will cover salary, fringe benefits, equipment, supplies, and other related costs.</p>	
Performed Location	San Juan, Department of Justice	
Federal funding source (s)	BIL 405c Data Program	
Project Agreement Number	25-07-17	
Subrecipient(s)	Puerto Rico Department of Justice	
Organization type	State Agency	
Amount of Federal Funds	\$114,000.00	
Eligible Use of Funds		GTS Code
	405c Reporting Enhancements	B3RPTE
Planning and Administration	No	
Whether the project is a promised project	No	



The countermeasure strategy or strategies for programming funds

TR-1: Improve completeness of the Citation/Adjudication data system

Project Name

SUMAC Traffic Case Electronic Project

Project Description

SUMAC Traffic Case Electronic Project, is the Unified Case Management and Administration System

- The electronic system of SUMAC Criminal for Traffic Cases will record all the sequences of events and outcomes of the case; therefore, it will improve the quality, accuracy and timely availability of the information on criminal cases that will be registered and accessible.
- The application will provide the Road Observatory with access to traffic data, to improve the integrity of the information in its database.
- Streamline and facilitate work processes by improving the presentation of appeals before the Courts and the notification of judicial actions and adjudications in traffic cases to external.

The Software Development Company, the Traffic Safety Commission and OCA will work closely to accomplish the following goals and objectives.

GOALS

- Contribute to the completeness and accuracy of the traffic data registered by the Traffic Observatory database of the Traffic Safety Commission
- Allow for the timeliness of court adjudication information shared by the Judicial Branch with the Traffic Safety Commission.
- To improve the quality, quantity, and timeliness of the criminal case data available to the Judicial Branch internal and external users.
- Enhance internal and external user's work performance by reengineering the criminal case management process.
- Make the work process faster and easier by improving the filing of motions to the Courts and the notification of court action and adjudication to external users.

OBJETIVES:

- During the 12-month period, the criminal case management automatization system will be developed and ready for testing before development. The SUMAC Criminal case electronic system will record all the sequences of events and outcome of the case trial; therefore, it will improve the quality, accuracy, and timeliness of the criminal case information that will be recorded and accessible to the Judicial Branch employees.
- During 12-month period, the criminal case management automatization system will be developed and ready for testing before deployment. The SUMAC electronic application will



	record information about the felony and misdemeanor traffic cases, as typified in the Puerto Rico Vehicle and Traffic Law and any other related data needed by the Puerto Rico Traffic Safety Commission. Once the application is developed, the Traffic Observatory will have access to accurate and timely traffic data, to improve the completeness of the database information.	
	Funds will cover Contract cost.	
Performed Location	San Juan, Court Administration	
Federal funding source (s)	BIL 405c Data Program	
Project Agreement Number	25-07-18	
Subrecipient(s)	Office of Court Administration	
Organization type	State Agency	
Amount of Federal Funds	\$300,000.00	
Eligible Use of Funds		GTS Code
	405c Supporting Professionals	B3SP
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	TR-4: Improve traffic cases court files and adjudication data system	



Program Area: Non-Motorized (Pedestrians and Bicyclist)

Updates to Triennial Highway Safety Plan (3HSP) by Program

Countermeasure Strategy for Programming Funds

Puerto Rico developed three comprehensive countermeasure strategies for Non-Motorized Program area in the FFY 2024-2026 Triennial HSP. These well-thought-out strategies effectively address the issues identified in the problem identification process and guide the implementation of targeted projects.

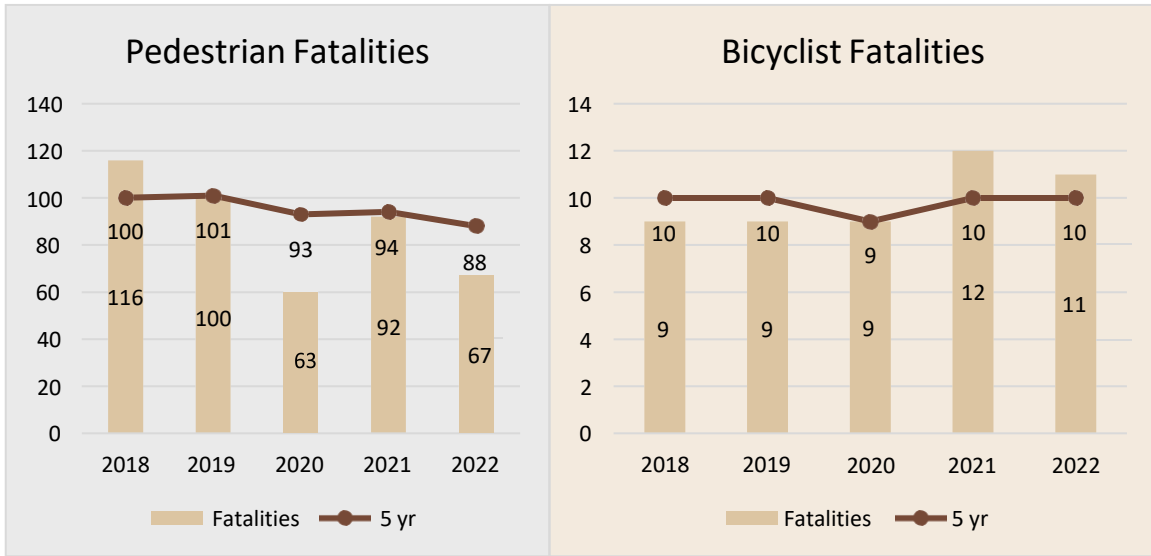
- Strategy NM-1: High Visibility Pedestrian Law Enforcement
- Strategy NM-2: Pedestrian and Bicycle Safety Zones
- Strategy NM-3: Highway Safety Office Program Management (NM)

Performance Measure and Target

Two performance measure was established for the Non-Motorized Program. Below is the performance target for the measure and an evaluation of the progress made toward achieving this target:

Performance Measure	C-10 Pedestrian Fatalities (FARS)
Performance Target	Reduce pedestrian fatalities by 2.0% from 87.6 (2018-2022 RA) to 85.8 (2022-2026 RA) by 2026.
Assessment of Progress	Target met - A downward trend in the 5-year moving average was achieved, reaching 81.4% in 2023. This indicates that Puerto Rico is on track to meet its 2026 target of 85.8%.

Performance Measure	C-11 Bicyclist Fatalities (FARS)
Performance Target	Reduce bicyclist fatalities by 5% from 9.8 (2017-2021 RA) to 9.3 (2022-2026 RA) by 2026.
Assessment of Progress	Not on track to meet target - The upward trend in the 5-year moving average continued in 2023, indicating that the projected target of 9.3% is unlikely to be met. We will reinforce our efforts to reduce bicyclist fatalities.



Problem Identification Related to Target

Pedestrian Safety

- Of the 271 total fatalities in 2022, 67 were pedestrians, representing approximately 25% of all deaths.
- The highest number of pedestrian fatalities occurred in the 63+ age group, with 19 deaths, followed by the 50-62 age group with 16 deaths, and the 37-49 age group with 14 deaths.
- The highest number of pedestrian fatalities occurred between 6:00 PM and 11:59 PM, with a total of 35 deaths, representing more than half of all pedestrian fatalities. Additionally, 18 deaths were recorded between 12:00 MN and 5:59 AM.
- 79% of pedestrian fatalities were male.

Problem Identification Related to Targets That Are Not on Track to Be Met

Bicycle Safety

- According to the data obtained for the year 2022, cyclist's fatalities in traffic crashes were mostly men, with 99%, 10 out of 11 cyclists killed.
- The 37 to 49 and 63+ age groups are the cyclists who lost the most lives on Puerto Rican roads, with a total of 55% of both groups.
- 12:00 am to 5:59 am is the time when most cyclists lose their lives in traffic crashes with 45% or 5 fatalities out of the 11 fatalities that occurred in 2022.
- The days on which most cyclists died in 2022 were Sundays, with 4 of the 11 fatalities occurring.
- October was the month with the highest number of cyclist fatalities for the year 2022, with 4 of the 11 fatalities registered.

Adjustments to Countermeasure Strategies for Programming Funds

The following adjustments will be made to selected strategies in Puerto Rico's FFY 2024-2026 Triennial HSP to support reductions in pedestrian and bicycle fatalities in motor vehicle crashes.

- **Strategy NM-2: Pedestrian and Bicycle Safety Zones - Adjustment**
 - The number of activities within the Pedestrian and Bicyclist Safety Zone programs will be reinforced to enhance their impact.

- Partnerships with both public and private agencies are being developed and strengthened to broaden the reach and effectiveness of safety initiatives.
- Collaboration with cycling groups will be prioritized to effectively deliver educational messages to the public, promoting safer behaviors for both pedestrians and cyclists

Changes to Performance Plan

No new performance measures have been added in the Non-Motorized Program.

Project and Subrecipient Information

Project Name	Program and Services Coordination Officer (Non-Motorized)
Project Description	<p>The Pedestrian & Bicyclist Safety Zone Program and Services Coordination Officer (Non-Motorized) ensures that all program activities are carried out in accordance with the identified problem, a data-driven approach, and new projects that respond to unique situations in their municipalities that are hindering pedestrian and bicycle safety.</p> <p>The Program and Services Coordination Officer will promote state and local strategies to address pedestrian and bicycle safety issues. To work effectively, the program will collect relevant statistical data to suggest a focus for pedestrian and bicycle programs. In addition, it will meet with safety partners to improve the assessment of traffic problems and develop a multidisciplinary approach, collaborate in organizing P&E events to distribute educational information, brochures, and orient the public by giving some tips on how to use public roads safely while walking or biking. Additionally, the officer participates in roadway audits conducted to determine better engineering designs or signage to increase bicycle and pedestrian safety, provides technical assistance to projects, completes program reports, prepares enforcement campaigns with municipal and state police, reviews and recommends proposals, policies, and programs.</p> <p>The PRTSC is responsible for the allocation of funds, including salaries, health insurance, equipment, local and out-of-state travel, and training. These allocations and regulations enable the PRTSC to effectively collaborate with bicycle and pedestrian users, ensuring the successful implementation and sustainability of safety programs and initiatives.</p>
Performed Location	State Highway Safety Office
Federal funding source (s)	BIL NHTSA 402
Project Agreement Number	25-08-01
Subrecipient(s)	Puerto Rico Traffic Safety Commission
Organization type	State Agency
Amount of Federal Funds	\$26,654.00



Eligible Use of Funds		GTS Code
	Pedestrian/Bicycle Safety	PS
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	NM-3: Highway Safety Office Program Management (NM)	

Project Name	Camuy Pedestrian and Bicyclist Safety Zone	
Project Description	<p>The Camuy Pedestrian and Bicycle Safety Zone aims to enhance citizen education on proper usage of public roads, sidewalks, and crosswalks, with a specific emphasis on compliance with the Puerto Rico Traffic Law. These initiatives will also encompass public awareness program to inform motorists, pedestrians, and bicyclists about traffic laws pertaining to pedestrian and cyclist safety.</p> <p>To achieve these objectives, the project will involve conducting educational talks, organizing and participation educational fairs, implementing mass awareness campaigns, distributing educational materials, and providing training sessions to both Municipal and State Police. By empowering all stakeholders with the knowledge and understanding of traffic regulations, we can create safer environments for pedestrians and cyclists.</p> <p>The project will continue to be an ongoing effort in FFY 2025. The allocated budget for the project will cover various aspects, including salaries, fringe benefits, equipment, training, and expenses related to local and out-of-state travel, all of which are necessary to ensure the successful implementation of these safety initiatives.</p>	
Performed Location	City of Camuy, neighboring towns, and adjacent communities	
Federal funding source (s)	BIL 405g Nonmotorized Safety	
Project Agreement Number	25-08-29	
Subrecipient(s)	Municipality of Camuy	
Organization type	Local Agency	
Amount of Federal Funds	\$75,615.00	
Eligible Use of Funds		GTS Code
	405g Nonmotorized Safety Program	BGSP
Planning and Administration	No	



Whether the project is a promised project	No
The countermeasure strategy or strategies for programming funds	NM-2: Pedestrian and Bicycle Safety Zones

Project Name	Canóvanas Pedestrian and Bicyclist Safety Zone	
Project Description	<p>The Canóvanas Pedestrian and Bicycle Safety Zone aim to enhance citizen education on proper usage of public roads, sidewalks, and crosswalks, with a specific emphasis on compliance with the Puerto Rico Traffic Law. These initiatives will also encompass public awareness program to inform motorists, pedestrians, and bicyclists about traffic laws pertaining to pedestrian and cyclist safety.</p> <p>To achieve these objectives, the project will involve conducting educational talks, organizing educational fairs, implementing mass awareness campaigns, distributing educational materials, and providing training sessions to both Municipal and State Police. By empowering all stakeholders with the knowledge and understanding of traffic regulations, we can create safer environments for pedestrians and cyclists.</p> <p>The project will continue to be an ongoing effort in the FFY 2025. The allocated budget for the project will cover various aspects, including salaries, fringe benefits, equipment, training, and expenses related to local and out-of-state travel, all of which are necessary to ensure the successful implementation of these safety initiatives.</p>	
Performed Location	City of Canóvanas, neighboring towns, and adjacent communities	
Federal funding source (s)	BIL 405g Nonmotorized Safety	
Project Agreement Number	25-08-30	
Subrecipient(s)	Municipality of Canóvanas	
Organization type	Local Agency	
Amount of Federal Funds	\$76,132.00	
Eligible Use of Funds		GTS Code
	405g Nonmotorized Safety Program	BGSP
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	NM-2: Pedestrian and Bicycle Safety Zones	



Project Name	Pedestrian Enforcement Mobilization	
Project Description	<p>For FFY 2025, PRTSC is planning to carry out a high-visibility mobilization in collaboration with the Puerto Rico Police Department (PRPD), including its 19 Divisions of the Traffic Bureau and the Municipal Police forces. The primary focus of this mobilization will be on the four zones of Puerto Rico (North, South, East, and West) and the 78 municipalities, with special attention given to towns with the highest incidences of pedestrian fatalities and injury crashes.</p> <p>To be eligible to participate in this mobilization, Municipal Police forces must have reported at least one pedestrian fatality and a minimum of five pedestrian injury crashes between the years 2020 and 2022. The main objective of this effort is to target drivers who obstruct crosswalks, hindering safe access to roadways for pedestrians. While the fatality data might not specifically indicate these incidents occurring at crosswalks, it is evident that drivers often fail to respect pedestrians, contributing to a significant percentage of pedestrian fatalities.</p> <p>The mobilization is planned for 20 - 26 January 2025. It has been determined by the month of highest fatalities from 2020 to 2022. While the current number of participating law enforcement agencies may not be the desired number, efforts are underway to increase participation in future mobilizations. In FY2025, we propose to expand the number of participants to achieve a more substantial impact on pedestrian safety.</p>	
Performed Location	Island-wide & Municipalities throughout the Commonwealth	
Federal funding source (s)	BIL NHTSA 402 BIL 405g Nonmotorized Safety	
Project Agreement Number	25-08-XX	
Subrecipient(s)	Municipal Polices & PRPD (Traffic Bureau)	
Organization type	State Agency & Local Agencies	
Amount of Federal Funds	\$150,000.00	
Eligible Use of Funds		GTS Code
	Pedestrian/Bicycle Safety	PS
	405g Law Enforcement	BGLE
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	NM-1: High Visibility Pedestrian Law Enforcement	



Program Area: Communications (Media)

Updates to Triennial Highway Safety Plan (3HSP) by Program

Countermeasure Strategy for Programming Funds

Puerto Rico developed seven comprehensive countermeasure strategies for Communications Media area in the FFY 2024-2026 Triennial HSP. These well-thought-out strategies effectively address the issues identified in the problem identification process and guide the implementation of targeted projects.

- **Strategy PM-1:** Prevention, Communications, Public Information and Educational Outreach
- **Strategy PM-2:** Communication and Outreach (Speeding & Aggressive)
- **Strategy PM-3:** Communication and Outreach (Seat Belts and Child Restraints)
- **Strategy PM-4:** Communication and Outreach (Distracted Driving)
- **Strategy PM-5:** Communication and Outreach (Non-Motorized)
- **Strategy PM-6:** Communication and Outreach (Motorcycle Awareness & Safety)
- **Strategy PM-7:** Communication and Outreach (PESET)

Performance Measures and Targets

The Puerto Rico Traffic Safety Commission (PRTSC) has a Communication's Division that works independently from the Planning Division and its Coordination Officers to educate the public on traffic safety to prevent crashes, injuries and fatalities. This division works as a unit and oversees the Media Module with the commitment to sets its own goal and objective that are replicated in each of the federal proposals which in turn, are divided into different projects and educational programs, based on the fund's requirements and regulations.

Therefore, in Communications (Media) program area, the performance measures and targets established for each of the programmatic areas the performance measures transcend each of the programs to achieve the goal and objectives of the Communications Division, ensuring consistency and alignment with the overall program target. Efforts are specifically focused on educating the public on traffic safety, with the objective of raising awareness and promoting practices that contribute to reducing crashes and improving safety on the roads. It is intended to create consciousness and prevention in terms of road safety. This requires informative and educational role that leads to be more creative for far-reaching to educate all people on the importance of maintaining awareness, social responsibility when traveling any public road. Even though each person has different safety challenges, the objective will focus on addressing these challenges to change behavior to positive results when it comes to traffic safety.

Problem Identification Related to Targets

The most recent study by Nielsen Scarborough shows us an evolving panorama of media consumption in Puerto Rico. Nielsen, the leading global information and measurement company, provides market research, findings and information on what audiences watch, listen and buy. Puerto Rico socioeconomic outlook shows that in recent years, the media audience in Puerto Rico has remained stable, with 2.6 million people 18+. The lowest year was 2020 with 2.5 million people 18+. The internet leads media consumption in PR with 81.40% of the audience, followed by social media with 72.20%, streaming audio and video services with 68.60% and out of home or billboards with 68.30%.

The study also shows that radio continues to be a popular media for Puerto Rico's adult population. Nationwide, 2.3 million people (87%) follow their favorite programs through this method of communication, whether at home, at work or in the car. But looking at a change in habits, 71% of



citizens under 55 listens to music on streaming platforms and 48% access Internet radio stations online each month.

In the paid newspaper category, El Nuevo Día (Monday through Sunday) had a 4% increase. In the free newspaper category, Primera Hora had the largest increase of all the newspapers, with an increase of 14%. Primera Hora reaches 28.2% of the population (757,676 people), while El Nuevo Día, from Monday to Sunday, reaches 28.6% of the population or 767,662 people.

In summary, 70% of the island's population uses paid media to access information, therefore, It is imperative for the PRTSC Communication's Division to take advantage and publish the educational campaigns targeting the specific demographic to receive the correct information on awareness, prevention and education of road safety rules to save lives and avoid crashes and injuries on Puerto Rico's roads.

However, in the last six months, consumers have seen an unprecedented increase in the cost of living. Inflation in the United States and Puerto Rico has been growing at alarming levels, while at the same time impoverishing consumers who have seen their purchasing power devalued. At the U.S. level, inflation stands at 7%, the highest in four decades, while on the Island, it stands at 4.3%, one of the highest recorded in decades. Living in Puerto Rico's metropolitan area, where the municipalities of San Juan, Bayamón and Caguas are located, is more expensive than several areas in the United States, according to the Cost-of-Living Index published by the Puerto Rico Institute of Statistics.

According to the results of the analysis for the first quarter of 2024, the cost of living in these municipalities was 2.3% higher than the average of 301 similar areas in the United States. This ranks these areas of Puerto Rico 82nd out of 301 territories in terms of overall cost of living in the United States. Media Publishing prices have been affected by this cost-of-living increases making it more expensive to position media advertising in a primetime space with a 2+ frequency. A frequency of 2+ implies that the same person will be exposed to the same message at least two (2) times during the advertised campaign. Though, the final assigned budget will determine how much frequency has been obtained for each advertised effort. Consequently, the 2025 Media Budget had to be adjusted due to this difficult reality in Puerto Rico.

Adjustments to Countermeasure Strategies for Programming Funds

The following adjustments will be made to selected strategies in Puerto Rico's FFY 2024-2026 Triennial HSP to support reductions in traffic fatalities in motor vehicle crashes.

- **Strategy PM-1: Prevention, Communications, Public Information and Educational Outreach (Alcohol ID, Youth ID, Drug ID)**
 - **Strategy PM-2: Communication and Outreach (Speeding & Aggressive)**
 - **Strategy PM-3: Communication and Outreach (Seat Belts and Child Restraints)**
 - **Strategy PM-4: Communication and Outreach (Distracted Driving)**
 - **Strategy PM-5: Communication and Outreach (Non-Motorized)**
 - **Strategy PM-6: Communication and Outreach (Motorcycle Awareness & Safety)**
 - **Strategy PM-7: Communication and Outreach (PESET)**
-
- Advertising Pieces Production, Reproduction and Editing (creative aspects of pieces)- the number of educational pieces produce, reproduce or edited will be adjusted accordingly to each program's campaign needs and supplier's production estimates costs.
 - Pieces Inventory- will evaluate the necessity of printing educational postcards, banners and other pieces accordingly to the effectiveness of the strategy. Will adjust handouts uses and tactics.
 - Media Buy Plans- Ratings, frequency and placements will determine adjustments when needed to achieve at least a 2+ frequency.



- Social Media Posts- will adjust according to share, likes and engagements.
- Public Relations and Community Outreach- will aim to achieve at least one (1) alliance with an entity that shares the social responsibility according to target market and campaign purpose. The Return On Investment Report will guide reinforcement or adjustment when needed.
- Campaign Investment- post buy reports, community outreach reports will determine if the effort succeeded or needs to be adjusted for next campaign to achieve goal and objectives.

Changes to Performance Plan

No new performance measures have been added in the Communications Media area.

Project and Subrecipient Information

Project Name	Alcohol Impaired Driving Media Campaign
Project Description	<p>Reach audience with the alcohol impaired driving prevention message, consequences, and its legal outcomes for not complying with Puerto Rico Act 22-2000 by promoting the DUI’s prevention content through publishing Media Buy Plans and obtaining bonuses. Will develop at least seven (7) campaigns to address alcohol impaired driving safety problems. The problem identification data of the approved proposals will be taken into consideration. Among these, the following stand out:</p> <ul style="list-style-type: none"> ⌘ Primary Audience: men, age group 25-34 ⌘ Primary Zone: Metropolitan Region ⌘ Periods <ul style="list-style-type: none"> ▫ November 2024- Thanksgiving Campaign ▫ December 2024- Pre-Holidays Campaign ▫ December 2024- Winter Holidays Campaign ▫ April 2025- Easter Campaign ▫ June 2025- Pre-Summer Campaign ▫ July 2025- Summer Campaign ▫ August-September 2025- Labor Day Campaign <p>Will reproduce previous campaign. It will include campaign’s slogan “Si guías borracho serás detenido” (Drive Sober or Get Pulled Over). Social Norming messages will continue to encourage a designated driver and alternative transportation on preventions and educational efforts, such as “Si vas a beber utiliza un conductor designado o un transporte alternativo” (if you are going to drink use a designated driver or an alternative transport) by publishing the produced/ reproduced/ edited/ adapted educational pieces through owned media platforms.</p> <p>Will support the state and municipality mobilizations plans, integrate community outreach and public participation and develop partnerships with government, private sector, non-profit organizations. Furthermore, will obtain earned media and participate in mass events activities and educational impacts all this to broadcast this project’s educational message.</p>
Performed Location	State Highway Safety Office and Island-wide



Affected Communities	Yes; PP&E	
Federal funding source (s)	BIL 405d Impaired Driving High	
Project Agreement Number	25-12-01	
Subrecipient(s)	Puerto Rico Traffic Safety Commission	
Organization type	State Agency	
Amount of Federal Funds	\$1,863,000.00	
Eligible Use of Funds		GTS Code
	405d High Media/ID training/Enf related exp.	B4PEM
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	PM-1: Prevention, Communications, Public Information and Educational Outreach (Alcohol ID)	

Project Name	Youth Impaired Driving Media Campaign
Project Description	<p>Reach this project’s audience, age group 16-24, with the alcohol impaired driving prevention message and consequences for not complying with Puerto Rico Act 22-2000 by promoting the DUI’s prevention content through publishing Media Buy Plans and obtaining bonuses. Will develop at least four (4) campaigns to address alcohol impaired driving safety problems. The problem identification data of the approved proposals will be taken into consideration. Among these, the following stand out: The problem identification data of the approved proposals will be taken into consideration. Among these, the following stand out: will be taken into consideration. Among these, the following stand out:</p> <ul style="list-style-type: none"> ⌘ Primary Audience: men, age group 16-24 ⌘ Primary Zone: Metropolitan Region ⌘ Periods <ul style="list-style-type: none"> ▢ October 2024- Halloween Campaign ▢ January 2025- San Sebastián’s Street Fest Campaign ▢ February 2025- St. Valentines Campaign ▢ April 2025- Intercollegiate Sports Competition Campaign <p>Will produce a new campaign based upon the problem identification data of the approved proposals, as stated before. It will include the campaign’s slogan “Si vas a beber, pasa la llave” (If you are going to drink, pass the car keys) by publishing the produced/ reproduced/ edited/ adapted educational pieces through owned media platforms.</p>



	Will integrate community outreach and public participation and develop partnerships with government, private sector, non-profit organizations. Furthermore, will obtain earned media and participate in mass events activities and educational impacts all this to broadcast this project's educational message.	
Performed Location	State Highway Safety Office and Island-wide	
Affected Communities	Yes; PP&E	
Federal funding source (s)	BIL 164 Transfer Funds	
Project Agreement Number	25-12-02	
Subrecipient(s)	Puerto Rico Traffic Safety Commission	
Organization type	State Agency	
Amount of Federal Funds	\$375,000.00	
Eligible Use of Funds		GTS Code
	Alcohol Paid Media	PM_AL
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	PM-1: Prevention, Communications, Public Information and Educational Outreach (Youth ID)	

Project Name	Speed and Aggressive Media Campaign
Project Description	<p>Reach audience with the speed and aggressive driving prevention message, consequences, and its legal outcomes for not complying with Puerto Rico Act 22-2000 by promoting the speed and aggressive prevention content through publishing Media Buy Plans and obtaining bonuses. Will develop at least two (2) campaigns to address speed and aggressive driving safety problems. The problem identification data of the approved proposals will be taken into consideration. Among these, the following stand out:</p> <ul style="list-style-type: none"> ⌘ Audience: Men <ul style="list-style-type: none"> ○ Primary age group 18-24 ○ Secondary: age group 25-34 ⌘ Primary Zone: Metropolitan Region ⌘ Periods <ul style="list-style-type: none"> ▣ February 2025- Aggressive Driving Campaign ▣ July 2025- Speed Driving Campaign <p>Will reproduce previous campaigns.</p>



	<ul style="list-style-type: none"> ⌘ Speed Driving Program: it will include campaign's slogan "El Límite de Velocidad es la Ley" (Speed Limit is the Law). Social Norming messages will continue to encourage people to obey speed limit. ⌘ Aggressive Driving Program: it will include campaign's slogan "No seas u conductor agresivo" (Don't be an Aggressive Driver). Social Norming messages will continue to persuade courtesy will driving. <p>The produced/ reproduced/ edited/ adapted educational pieces will publish through media buy period and owned media platforms.</p> <p>Will support the state and municipality mobilizations plans, when available, integrate community outreach and public participation and develop partnerships with government, private sector, non-profit organizations. Furthermore, will obtain earned media and participate in mass events activities and educational impacts all this to broadcast this project's educational message.</p>	
Performed Location	State Highway Safety Office and Island-wide	
Affected Communities	Yes; PP&E	
Federal funding source (s)	BIL NHTSA 402	
Project Agreement Number	25-12-03	
Subrecipient(s)	Puerto Rico Traffic Safety Commission	
Organization type	State Agency	
Amount of Federal Funds	\$410,000.00	
Eligible Use of Funds		GTS Code
	Paid Advertising	PM
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	PM-2: Communication and Outreach (Speeding & Aggressive)	

Project Name	Occupant Protection Media Campaign
Project Description	<p>Reach audience with the occupant protection message, consequences, and its legal outcomes for not complying with Puerto Rico Act 22-2000 by promoting the occupant protection content through publishing Media Buy Plans and obtaining bonuses. Will develop at least four (4) campaigns to address occupant protection safety problems. The problem identification data of the approved proposals will be taken into consideration. Among these, the following stand out:</p> <ul style="list-style-type: none"> ⌘ Audience <ul style="list-style-type: none"> ○ Seatbelt: men, age group 25-34



	<ul style="list-style-type: none"> ○ Child Restraint/Unattended: women, age group 25-34 ⌘ Primary Zone: Metropolitan Region ⌘ Periods <ul style="list-style-type: none"> ▢ February 2025- Seatbelt Campaign ▢ May 2025-Child Unattended Campaign – (\$238,000.00 – UNATTD) ▢ May-June 2025-Seatbelt CIOT Campaign ▢ September 2025-Child Restraint Campaign –(\$143,000.00 - M1PE) <p>Will reproduce previous campaigns for the following programs:</p> <ul style="list-style-type: none"> ⌘ Seatbelt Program: it will include campaign’s slogan “De día o de noche, si no te amarras, pagas” (Day or Night, Click It Or Ticket). Social Norming messages will continue to encourage vehicle occupants in all seating positions to use the seatbelt. ⌘ Child Restraint Program: it will include campaign’s slogan “Asiento Protector: Úsalo Correctamente” (Child Seat, Use It Correctly). Social Norming messages will continue to encourage child restraint (car seat and booster seat) usage for children age group 0-8. <p>For the Child Unattended Program will produce a new campaign based upon the problem identification data of the approved proposals, as stated before. Campaign’s slogan “Dónde Está Bebé” (Where’s Baby). Social Norming messages will continue child’s presence in vehicle awareness.</p> <p>The produced/ reproduced/ edited/ adapted educational pieces will publish through media buy period and owned media platforms.</p> <p>Will support the state and municipality mobilizations plans, when available, integrate community outreach and public participation and develop partnerships with government, private sector, non-profit organizations. Furthermore, will obtain earned media and participate in mass events activities and educational impacts all this to broadcast this project’s educational message.</p>	
Performed Location	State Highway Safety Office and Island-wide	
Affected Communities	Yes; PP&E	
Federal funding source (s)	BIL NHTSA 402 BIL 405b OP High	
Project Agreement Number	25-12-07	
Subrecipient(s)	Puerto Rico Traffic Safety Commission	
Organization type	State Agency	
Amount of Federal Funds	BIL NHTSA 402 – \$479,000.00 BIL NHTSA 402 (UNATTD) - \$238,000.00 BIL 405b OP High - \$143,000.00 TOTAL: \$860,000.00	
Eligible Use of Funds	<table border="1"><tr><td>GTS Code</td></tr></table>	GTS Code
GTS Code		



	Paid Advertising	PM
	Heatstroke/Unattended passenger education	UNATTD
	405b High Public Education	M1PE
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	PM-3: Communication and Outreach (Seat Belts and Child Restraints)	

Project Name	Non-Motorized Media Campaign
Project Description	<p>Reach audience with the non-motorized safety message, consequences, and its legal outcomes for not complying with Puerto Rico Act 22-2000 by promoting the non-motorized safety content through publishing Media Buy Plans and obtaining bonuses. Will develop at least four (4) campaigns to address non-motorized safety problems. The problem identification data of the approved proposals will be taken into consideration. Among these, the following stand out:</p> <ul style="list-style-type: none"> ⌘ Primary Audience: men, age group 65+ ⌘ Primary Zone: Metropolitan Region ⌘ Periods <ul style="list-style-type: none"> ▢ October 2024- Pedestrian Safety Campaign ▢ January 2025- Pedestrian-Driver Campaign – (\$178,000.00- FHPE; BGPE) ▢ May 2025- Bicyclist Safety Campaign ▢ June 2025- Pedestrian-Alcohol Campaign ⌘ Pedestrian Programs: <ul style="list-style-type: none"> ▢ Pedestrian Safety- will produce a new campaign based upon the problem identification data of the approved proposals, as stated before. It will include the campaign’s slogan “Peatón Responsable” (Responsible Pedestrian). Social Norming messages will continue to address pedestrian safety. ▢ Pedestrian-Driver- will use the previous produced campaign. It will include campaign’s slogan “Somos Responsables” (We All Are Responsible). Social Norming messages will continue to encourage drivers to respect crosswalks. ▢ Pedestrian-Alcohol- will use the previous produced campaign. It will include campaign’s slogan “Peatón Sobrio” (Sober Pedestrian). Social Norming messages will continue drunk walking awareness. ⌘ Bicyclist Program: Will reproduce previous campaign. It will include campaign’s slogan “Comparte la Carretera” (Share The Road). Social Norming message will continue to address bicyclist awareness.



	<p>The produced/ reproduced/ edited/ adapted educational pieces will publish through media buy period and owned media platforms.</p> <p>Will support the state and municipality mobilizations plans, when available, integrate community outreach and public participation and develop partnerships with government, private sector, non-profit organizations. Furthermore, will obtain earned media and participate in mass events activities and educational impacts all this to broadcast this project's educational message.</p>	
Performed Location	State Highway Safety Office and Island-wide	
Affected Communities	Yes; PP&E	
Federal funding source (s)	BIL NHTSA 402 BIL 405h Nonmotorized Safety / BIL 405g Nonmotorized Safety	
Project Agreement Number	25-12-10	
Subrecipient(s)	Puerto Rico Traffic Safety Commission	
Organization type	State Agency	
Amount of Federal Funds	BIL NHTSA 402 - \$467,000.00 BIL 405h Nonmotorized Safety/BIL 405g Nonmotorized Safety - \$178,000.00 TOTAL: \$645,000.00	
Eligible Use of Funds		GTS Code
	Paid Advertising	PM
	405h Public Education	FHPE
	405g Public Education	BGPE
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	PM-5: Communication and Outreach (Non-Motorized)	

Project Name	Motorcycle Safety Media Campaign																																																																																																																																							
Project Description	<p>Reach audience with the motorcyclist safety prevention message, consequences, and its legal outcomes for not complying with Puerto Rico Act 22-2000 by promoting the motorcyclist safety content through publishing Media Buy Plans and obtaining bonuses. Will develop at least two (2) campaigns to address motorcyclist safety problems. The problem identification data of the approved proposals will be taken into consideration. These are the relevant facts:</p> <table border="1"> <thead> <tr> <th rowspan="2">Motorcyclist Target*</th> <th colspan="3">Years 2020-2022</th> </tr> <tr> <th>Fatalities</th> <th>Injuries</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td colspan="4">Gender</td> </tr> <tr> <td>Men</td> <td>100%</td> <td>85%</td> <td>93%</td> </tr> <tr> <td colspan="4">Age Group</td> </tr> <tr> <td>25-34</td> <td>39%</td> <td>30%</td> <td>35%</td> </tr> <tr> <td>18-24</td> <td>22%</td> <td>24%</td> <td>23%</td> </tr> <tr> <td colspan="4">Day of Week</td> </tr> <tr> <td>Sunday</td> <td>22%</td> <td>30%</td> <td>26%</td> </tr> <tr> <td>Saturday</td> <td>23%</td> <td>15%</td> <td>19%</td> </tr> <tr> <td>Weedends</td> <td>60%</td> <td>60%</td> <td>60%</td> </tr> <tr> <td colspan="4">Day Period</td> </tr> <tr> <td>6pm to 11pm</td> <td>56%</td> <td>36%</td> <td>46%</td> </tr> <tr> <td>12pm to 5pm</td> <td>24%</td> <td>31%</td> <td>28%</td> </tr> <tr> <td colspan="4">Month</td> </tr> <tr> <td>May</td> <td>12%</td> <td>8%</td> <td>10%</td> </tr> <tr> <td>July</td> <td>5%</td> <td>9%</td> <td>7%</td> </tr> <tr> <td>August</td> <td>8%</td> <td>12%</td> <td>10%</td> </tr> <tr> <td>October</td> <td>12%</td> <td>9%</td> <td>11%</td> </tr> <tr> <td>November</td> <td>12%</td> <td>8%</td> <td>10%</td> </tr> <tr> <td>Summer</td> <td>23%</td> <td>29%</td> <td>26%</td> </tr> <tr> <td>Fall</td> <td>33%</td> <td>25%</td> <td>29%</td> </tr> <tr> <td colspan="4">Municipality</td> </tr> <tr> <td>San Juan</td> <td>15%</td> <td>11%</td> <td>13%</td> </tr> <tr> <td>Bayamón</td> <td>9%</td> <td>5%</td> <td>7%</td> </tr> <tr> <td>Caguas</td> <td>5%</td> <td>3%</td> <td>4%</td> </tr> <tr> <td>Toa Baja</td> <td>4%</td> <td>3%</td> <td>4%</td> </tr> <tr> <td>Carolina</td> <td>2%</td> <td>3%</td> <td>3%</td> </tr> <tr> <td>Toa Alta</td> <td>2%</td> <td>3%</td> <td>3%</td> </tr> <tr> <td>Cataño</td> <td>3%</td> <td>1%</td> <td>2%</td> </tr> <tr> <td>Luquillo</td> <td>3%</td> <td>1%</td> <td>2%</td> </tr> <tr> <td colspan="4">Region</td> </tr> <tr> <td>Metro</td> <td>37%</td> <td>26%</td> <td>32%</td> </tr> <tr> <td>East</td> <td>19%</td> <td>19%</td> <td>19%</td> </tr> </tbody> </table> <p>* Data includes the two (2) highest occurrence per group in both categories, fatalities and injuries. The percent represented is the quantity obtained on each category out of all data collected.</p> <ul style="list-style-type: none"> • Periods <ul style="list-style-type: none"> • May 2025- Motorcycle Safety Campaign (\$154,000.00 - PM) • August 2025- Share the Road Campaign (\$85,000.00 - M11MA) 	Motorcyclist Target*	Years 2020-2022			Fatalities	Injuries	Total	Gender				Men	100%	85%	93%	Age Group				25-34	39%	30%	35%	18-24	22%	24%	23%	Day of Week				Sunday	22%	30%	26%	Saturday	23%	15%	19%	Weedends	60%	60%	60%	Day Period				6pm to 11pm	56%	36%	46%	12pm to 5pm	24%	31%	28%	Month				May	12%	8%	10%	July	5%	9%	7%	August	8%	12%	10%	October	12%	9%	11%	November	12%	8%	10%	Summer	23%	29%	26%	Fall	33%	25%	29%	Municipality				San Juan	15%	11%	13%	Bayamón	9%	5%	7%	Caguas	5%	3%	4%	Toa Baja	4%	3%	4%	Carolina	2%	3%	3%	Toa Alta	2%	3%	3%	Cataño	3%	1%	2%	Luquillo	3%	1%	2%	Region				Metro	37%	26%	32%	East	19%	19%	19%
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	<p>Will reproduce previous campaigns.</p> <ul style="list-style-type: none"> ▫ Motorcycle Safety Program: it will include campaign's slogan "Motociclista Seguro" (Safe Motorciclist). Social Norming messages will continue to encourage motorcyclists to use proper gear, obey the speed limit and don't drunk driving. ▫ Share The Road Program: it will include campaign's slogan "Comparte la Carretera" (Share the Road). Social Norming messages will continue to persuade drivers to respect motorcyclists. <p>The produced/ reproduced/ edited/ adapted educational pieces will publish through media buy period and owned media platforms.</p> <p>Will integrate community outreach and public participation and develop partnerships with government, private sector, non-profit organizations. Furthermore, will obtain earned media and participate in mass events activities and educational impacts all this to broadcast this project's educational message.</p>						
Performed Location	State Highway Safety Office and Island-wide						
Affected Communities	Yes; PP&E						
Federal funding source (s)	BIL NHTSA 402 BIL 405f Motorcycle Programs						
Project Agreement Number	25-12-13						
Subrecipient(s)	Puerto Rico Traffic Safety Commission						
Organization type	State Agency						
Amount of Federal Funds	BIL NHTSA 402 - \$154,000.00 BIL 405f Motorcycle Programs - \$85,000.00 TOTAL: \$239,000.00						
Eligible Use of Funds	<table border="1"> <thead> <tr> <th></th> <th>GTS Code</th> </tr> </thead> <tbody> <tr> <td>Paid Advertising</td> <td>PM</td> </tr> <tr> <td>405f Motorcyclist Awareness</td> <td>M11MA</td> </tr> </tbody> </table>		GTS Code	Paid Advertising	PM	405f Motorcyclist Awareness	M11MA
	GTS Code						
Paid Advertising	PM						
405f Motorcyclist Awareness	M11MA						
Planning and Administration	No						
Whether the project is a promised project	No						
The countermeasure strategy or strategies for programming funds	PM-6: Communication and Outreach (Motorcycle Awareness & Safety)						

Project Name	Distracted Driving Media Campaign
Project Description	Reach audience with the distracted driving prevention message, consequences, and its legal outcomes for not complying with Puerto Rico Act 22-2000 by promoting the distracted driving prevention



	<p>content through publishing Media Buy Plans and obtaining bonuses. Will develop at least one (1) campaign to address distracted driving safety problems. The problem identification data of the approved proposals will be taken into consideration. Among these, the following stand out:</p> <ul style="list-style-type: none"> ⌘ Audience: Men <ul style="list-style-type: none"> ○ Primary age group 18-24 ○ Secondary: age group 25-34 ⌘ Primary Zone: Metropolitan Region ⌘ Period: April 2025- Distracted Driving Campaign <p>Will reproduce previous campaign. It will include the campaign’s slogan “Celular Guardado o Serás Multado” (Put the Phone Away or Pay). Social Norming messages will continue to persuade drivers to use a hands-free device while driving. The produced/ reproduced/ edited/ adapted educational pieces will publish through media buy period and owned media platforms.</p> <p>Will support the state and municipality mobilizations plans, integrate community outreach and public participation and develop partnerships with government, private sector, non-profit organizations. Furthermore, will obtain earned media and participate in mass events activities and educational impacts all this to broadcast this project’s educational message.</p>	
Performed Location	State Highway Safety Office and Island-wide	
Affected Communities	Yes; PP&E	
Federal funding source (s)	BIL 405e Distracted Driving Awareness	
Project Agreement Number	25-12-14	
Subrecipient(s)	Puerto Rico Traffic Safety Commission	
Organization type	State Agency	
Amount of Federal Funds	\$201,000.00	
Eligible Use of Funds		GTS Code
	405e Public Education	B8APE
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	PM-4: Communication and Outreach (Distracted Driving)	

Project Name	PESET Educational Media Campaign	
Project Description	<p>Reach audience with the PESET promotional message by promoting PESET through publishing Media Buy Plans and obtaining bonuses. Will develop at one (1) campaign to promote PESET assistance. The problem identification data of the approved proposals will be taken into consideration. Among these, the following stand out:</p> <ul style="list-style-type: none"> ⌘ Audience: <ul style="list-style-type: none"> ○ Primary women, age group 25-34 ○ Secondary: children, age group 7-12 ⌘ Primary Zone: Metropolitan Region ⌘ Period: January 2025 <p>Will produce a new campaign based upon the problem identification data of the approved proposals, as stated before. It will include the campaign's slogan "PESET" by publishing the produced/ reproduced/ edited/ adapted educational pieces through owned media platforms.</p> <p>Will integrate community outreach and public participation and develop partnerships with government, private sector, non-profit organizations. Furthermore, will obtain earned media and participate in mass events activities and educational impacts all this to broadcast this project's educational message.</p>	
Performed Location	State Highway Safety Office and Island-wide	
Affected Communities	Yes; PP&E	
Federal funding source (s)	BIL NHTSA 402	
Project Agreement Number	25-12-15	
Subrecipient(s)	Puerto Rico Traffic Safety Commission	
Organization type	State Agency	
Amount of Federal Funds	\$255,000.00	
Eligible Use of Funds		GTS Code
	Paid Advertising	PM
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	PM-1: Communication and Outreach (PESET)	

Project Name	Drug Impaired Driving Media Campaign
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Project Description	<p>Reach audience with the alcohol impaired driving prevention message, consequences, and its legal outcomes for not complying with Puerto Rico Act 22-2000 by promoting the DUI's prevention content through publishing Media Buy Plans and obtaining bonuses. Will develop at least seven (7) campaigns to address alcohol impaired driving safety problems. The problem identification data of the approved proposals will be taken into consideration. Among these, the following stand out:</p> <ul style="list-style-type: none"> ⌘ Primary Audience: men, age group 25-34 ⌘ Primary Zone: Metropolitan Region ⌘ Periods <ul style="list-style-type: none"> ▫ May 2025- Pre-campaign ▫ May 2025- Post-campaign <p>Will produce a new campaign based upon the problem identification data of the approved proposals, as stated before. It will include the campaign's slogan "Si te sientes diferente, guías diferente" (If you feel different, you'll drive different). Social Norming messages will continue to encourage a designated driver and alternative transportation on preventions and educational efforts by publishing the produced/ reproduced/ edited/ adapted educational pieces through owned media platforms.</p> <p>Will support the state and municipality mobilizations plans, when available, integrate community outreach and public participation and develop partnerships with government, private sector, non-profit organizations. Furthermore, will obtain earned media and participate in mass events activities and educational impacts all this to broadcast this project's educational message.</p>	
Performed Location	State Highway Safety Office and Island-wide	
Affected Communities	Yes; PP&E	
Federal funding source (s)	BIL 154 Transfer Funds	
Project Agreement Number	25-12-16	
Subrecipient(s)	Puerto Rico Traffic Safety Commission	
Organization type	State Agency	
Amount of Federal Funds	\$405,000.00	
Eligible Use of Funds		GTS Code
	Drug Paid Media	PM_DG
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies	PM-1: Prevention, Communications, Public Information and Educational Outreach (Drug-ID)	

for programming
funds

Program Area: Motorcycle Safety

Updates to Triennial Highway Safety Plan (3HSP) by Program

Countermeasure Strategy for Programming Funds

Puerto Rico developed two comprehensive countermeasure strategies for the Motorcycle Safety Program area in the FFY 2024-2026 Triennial HSP. These well-thought-out strategies effectively address the issues identified in the problem identification process and guide the implementation of targeted projects.

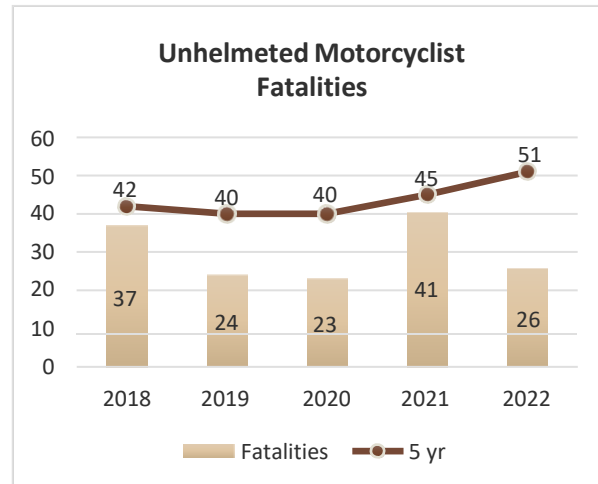
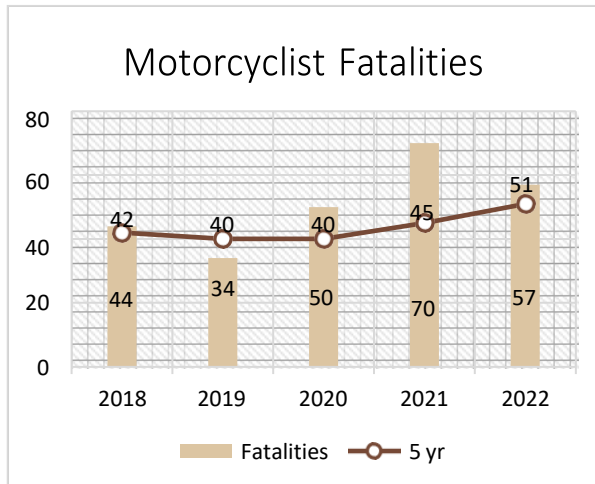
- **Strategy MC-1:** Motorcycle Rider Training and Education
- **Strategy MC-2:** Highway Safety Office Program Management (MC)

Performance Measure and Target

Two performance measure was established for the Motorcycle Safety Program. Below is the performance target for the measure and an evaluation of the progress made toward achieving this target:

Performance Measure	C-7 Motorcyclist Fatalities (FARS)
Performance Target	Reduce motorcyclist fatalities by 1.5% from 49.2 (2018-2022 RA) to 48.5 (2022-2026 RA) by 2026.
Assessment of Progress	Not on track to meet target- Since the 5-years moving average continue an upward trend, the target of 48.5 is not on track to be met. The decrease in fatalities to 54 in 2022, however indicates the upward trend in the moving average may not occur in time to meet the target for 2026.

Performance Measure	C-8 Unhelmeted Motorcyclist Fatalities (FARS)
Performance Target	Reduce unhelmeted motorcyclist fatalities by 4.0% from 29.2 (2018-2022 RA) to 28.0 (2022-2026 RA) by 2026.
Assessment of Progress	Not on track to meet target- the upward trend in the 5 years moving average continue in 2022, indicating that the target of 28 set for 2026 is not on track to be met.



Problem Identification Related to Targets That Are Not on Track to Be Met

Since the target to reducing motorcyclist fatalities is not on track to be met, additional data analysis was conducted on this issue using the Puerto Rico Observatorio Vial crash data.

- While we have 349 or 14.42% crashes and injured motorcyclist for the year 2022, 20% of the total fatal crashes were motorcyclists.
- Motorcycle riders killed or injured were more likely not in compliance with the law 22 article 10.16 and the use of proper gear.
- Data shows that 65% of the motorcyclist fatalities occurred during weekends, Friday with 17%, Saturday with 22% and Sunday with 26% of the total.
- Data shows that 35% of motorcyclist fatalities occurred during the weekdays, Monday with 11%, Tuesday 7%, Wednesday 5% and Thursday with 11% of the total.
- Motorcyclist by age group shows that 80% or 43 for the year 2022 were between 20-49 years old.
- Data show that 43% or 23 motorcyclist fatalities were impaired at the time of the crash.

Since the target to reducing unhelmeted motorcyclist fatalities is not on track to be met, additional data analysis was conducted on this issue using the Puerto Rico Observatorio Vial crash data.

- Law 107 from August 10, 2007, was a very effective with new regulations on the use of the proper gear, especially the use of the helmet that meet the federal regulation FMVSS-218.
- Data shows that 74% or 40 of motorcyclist fatalities wasn't wearing a DOT helmet at the time of the crash.
- In addition, data shows that 52% or 28 of motorcycle fatalities were impaired and not wearing a helmet ta the time of the impact.
- Motorcycle types indicates that 37% or 20 were dual purpose, 22% or 12 were Sports bikes, 17% or 9 were off-road, 15% or 8 were Scooter and 9% or 5 were Cruisers.

Adjustments to Countermeasure Strategies for Programming Funds

The following adjustments will be made to selected strategies in Puerto Rico's FFY 2024-2026 Triennial HSP to support reductions in motorcyclist fatalities in motor vehicle crashes. Additionally, one strategy was eliminated because it could not be developed as planned.

- **Strategy MC-1: Motorcycle Rider Training and Education - Eliminate**

- *Education and training for motorcyclist are very important, some of the problems with the motorcyclist module are related to the lack of education and training of the DTOP, Driver and Motor Vehicle Service staff, who are responsible for managing the ranges offering endorsements for riding motorcycles, the department is not meeting the recommendations of the motorcycle safety coordinator.*
- **Strategy MC-2: Highway Safety Office Program Management (MC) – Adjustment**
 - It is proven that educated motorcyclist leads to the proper use and handling of motorcycles thus decreasing fatalities and Emergency crashes. To accomplish this objective the PRTSC has a Motorcycle Safety Coordinator that PR will continue to effectively reduce motorcyclist’s fatalities and crashes by strengthening education across the island with more aggressive campaigns and incorporating the municipal police forces, PRPD and Emergency responses.
 - Integrate motorcycle riders and clubs during social activities and educate on the responsibilities of riding motorcycles under the influence of alcohol.
 - Continue offering MSF courses to members of the armed forces and Puerto Rico National Guard. In addition, collaboration with Bella Riders Academy to teach, educate and train motorcyclist with the MSF curriculum.
 - Continue to emphasize educational activities to motorcyclist on the use of the protective gear and helmet required by law, in addition to avoid drunk riding or with .02% or more alcohol in the blood.

Changes to Performance Plan

No new performance measures have been added in the Motorcycle Safety Program.

Project and Subrecipient Information

Project Name	Program and Services Coordination Officer (Motorcycle Safety)
Project Description	<p>It is proven that educated motorcyclists lead to the proper use and handling of motorcycles, thus decreasing fatalities and crashes. To accomplish this objective, the PRTSC has a Program and Services Coordination Officer (Motorcycle Safety) who is also certified by the Motorcycle Safety Foundation (MSF). The PRTSC will continue to effectively reduce motorcyclist fatalities and crashes by strengthening education efforts across the island with more aggressive campaigns and incorporating municipal police forces, state police, and the Emergency Response Medical Corps. Additionally, the Officer will continue efforts with the DTOP Motor Vehicles staff to ensure ranges meet performance requirements established by law and that staff are properly trained.</p> <p>Key responsibilities of the Program and Services Coordination Officer (Motorcycle Safety) include:</p> <ul style="list-style-type: none"> • Coordinating and working with the TSC Communications Area to produce educational materials necessary to convey the safety message and continue seeking opportunities to create partnerships with the private sector. Coordinating activities designed for motorcyclists such as safety shows, mass media communication, including social networks followed by thousands of motorcyclists and the general population.



- Integrating motorcycle riders and clubs during their social activities to educate them on the responsibilities of riding motorcycles under the influence of alcohol.
- Offering courses and training for Municipal and State Police on Act 107-2007, as well as on the use and management of motorcycles.
- Continuing to offer MSF courses and training to members of the Armed Forces and the Puerto Rico National Guard, and collaborating with Bella Riders Academy to teach, educate, and train motorcyclists using the MSF curriculum.
- Emphasizing educational activities to motorcyclists on the use of protective gear and helmets required by law, and on avoiding drunk driving or driving with a blood alcohol content of 0.02% or more.
- During the 2025 mobilizations, ensuring that municipal and state police intervene with motorcyclists who violate Law 22.

Additionally, for FFY 2025, the Program and Services Coordination Officer will create alliances with motorcycle distributors or dealers to educate on the use of motorcycles and provide guidance on the requirements for acquiring a motorcycle by delivering educational literature. The Officer is collaborating with Bella Riders Academy to teach, educate, and train using the MSF curriculum at their facilities in Rio Grande municipality. Furthermore, the Officer will collaborate with the Puerto Rico Police, DTOP, DMV-DISCO, PRHTA, ACAA, and PRTSC agencies to create an interagency committee dedicated to educating and enforcing the law. This committee's mission will be to eradicate negligent behavior among motorcyclists, decrease fatalities, and promote law enforcement and safety equipment use, as well as carrying the message of "Share the Road" and "Proper Gear, Its Use Has a Reason."

The Motorcycle Safety Officer will work 25% under Motorcycle Safety and 75% under Speed and Aggressive Driving.

Performed Location	State Highway Safety Office	
Federal funding source (s)	BIL NHTSA 402	
Project Agreement Number	25-13-06	
Subrecipient(s)	Puerto Rico Traffic Safety Commission	
Organization type	State Agency	
Amount of Federal Funds	\$29,000.00	
Eligible Use of Funds		GTS Code
	Motorcycle Safety	MC
Planning and Administration	No	



Whether the project is a promised project

No

The countermeasure strategy or strategies for programming funds

MC-1: Highway Safety Office Program Management (MC) 13-



Program Area: Distracted Driving

Updates to Triennial Highway Safety Plan (3HSP) by Program

Countermeasure Strategy for Programming Funds

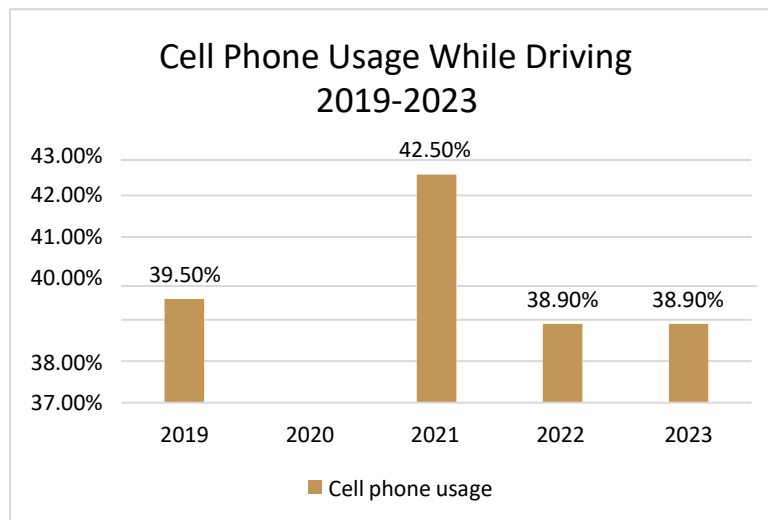
Puerto Rico developed eight comprehensive countermeasure strategies for the Distracted Driving Program area in the FFY 2024-2026 Triennial HSP. These well-thought-out strategies effectively address the issues identified in the problem identification process and guide the implementation of targeted projects.

- Strategy DD-1: DD-1: High Visibility Distracted Driving Law Enforcement
- Strategy DD-2: Highway Safety Office Program Management (DD)

Performance Measure and Target

One performance measure was established for the Distracted Driving Program. Below is the performance target for the measure and an evaluation of the progress made toward achieving this target:

Performance Measure	B-2 People that reported making cell phone calls while driving. (State Survey)
Performance Target	Reduce of people that reported making cell phone calls while driving by .90 percentage points from 38.90 percent in 2022 to 38.00 percent by December 31, 2026.
Assessment of Progress	Target Met -Based on the 2023 result, the performance target to 38.00, we can achieve it.



Source: Road Safety, Distracted Driving and Cell Phone Usage Study 2019-2023

Problem Identification Related to Targets That Are Not on Track to Be Met

Given that the objective is to reduce the number of people who report making cell phone calls while driving, according to the 2023 Road Safety Distracted Driving and Cell Phone Usage, consigned by the PRTSC this is the data obtained:

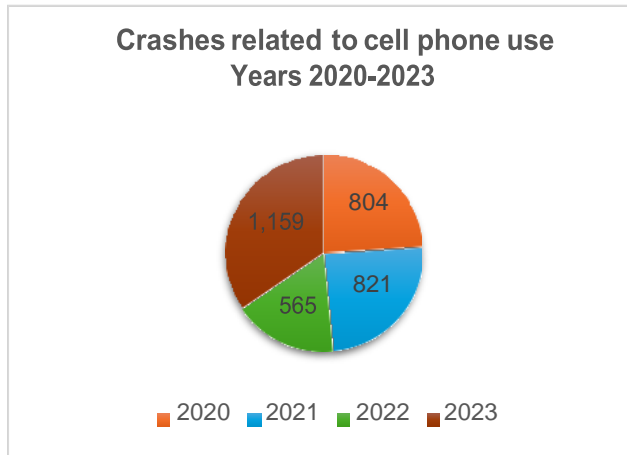
- 98.6% of the participants indicated own a cellular phone.
- 96.2% of the participants indicated that texting while driving is illegal.



- 76.1% of participants indicated use it to make or receive calls while driving “very often or “sometimes”.
- 96.2% of the participants understand that driving and talking on a cell phone without a hands-free device in Puerto Rico is illegal.
- 92.1% of participants “always” or “almost always” use hands free device when driving.

Crashes related to cell phone use 2020-2023

- Puerto Rico Police Department (PRPD) reported a total of 3,349 crashes where cell phone use was related to the crash, for 2020-2023



Adjustments to Countermeasure Strategies for Programming Funds

The following adjustments will be made to selected strategies in Puerto Rico's FFY 2024-2026 Triennial HSP to support reductions in distracted driving fatalities in motor vehicle crashes.

- **Strategy DD-1: DD-1: High Visibility Distracted Driving Law Enforcement - Adjustment**
 - To reduce fatalities, the PRTSC will continue to engage in high-impact mobilizations, involving both the Puerto Rico State Police and increased participation from Municipal Police. Puerto Rico plans to conduct two key mobilizations: a national mobilization in April 2025 and a combined mobilization (focusing on both cell phone use and seat belt enforcement) in March 2025. These efforts aim to reduce fatalities associated with these vehicular infractions. Data shows that motor vehicle occupants injured or killed in crashes involving distraction were more likely to be unrestrained.
 - Additionally, it is crucial that law enforcement officers continue to enforce distracted driving laws, particularly against drivers using cell phones, even outside of designated campaigns or mobilization periods. This ongoing enforcement is essential to maintaining the momentum and effectiveness of the overall strategy.

Changes to Performance Plan

No new performance measures have been added in the Distracted Driving Program.

Project and Subrecipient Information

Project Name	Program and Services Coordination Officer (Distracted Driving)
Project Description	The main objective of this project is to provide a Program and Services Coordination Officer (Distracted Driving) to work on reducing the number of fatalities caused by distracted drivers in 2025. The



	<p>coordinator's salary is funded 15% from this project and 85% from the Occupant Protection Program. Additionally, local and stateside travel and equipment costs are covered. The Program and Services Coordination Officer (Distracted Driving) will:</p> <ul style="list-style-type: none"> • Develop and implement strategies aimed at reducing distracted driving incidents across the region. • Coordinate educational campaigns and outreach programs to raise awareness about the dangers of distracted driving. • Collaborate with local and state law enforcement agencies to enhance enforcement efforts related to distracted driving laws. • Monitor and evaluate the effectiveness of distracted driving initiatives and adjust strategies as necessary to achieve desired outcomes. • Facilitate training sessions for law enforcement and other stakeholders on best practices for addressing distracted driving. • Represent the interests of the PRTSC and other stakeholders within the traffic safety community at conferences, meetings, and public events. <p>By focusing on these activities, the Program and Services Coordination Officer (Distracted Driving) will play a crucial role in reducing the number of fatalities and injuries caused by distracted driving, ultimately contributing to safer roads and communities.</p>
Performed Location	State Highway Safety Office
Federal funding source (s)	BIL NHTSA 402
Project Agreement Number	25-14-03
Subrecipient(s)	Puerto Rico Traffic Safety Commission
Organization type	State Agency
Amount of Federal Funds	\$11,200.00
Eligible Use of Funds	GTS Code
	Distracted Driving DD
Planning and Administration	No
Whether the project is a promised project	No
The countermeasure strategy or strategies for programming funds	DD-2: Highway Safety Office Program Management (DD)

Project Name	Distracted Driving Enforcement Mobilization
Project Description	This project has the purpose to increase the number of interventions of distracted drivers and this way reduce traffic crashes caused by cell phone distractions, the PRTSC organizes one (1) enforcement



	campaign. This plan’s purpose is to intervene with distracted drivers, particularly during the periods of April 10-14, 2025, at 6:00 am – 6:00 pm. To achieve this objective, an intensive plan of proactive road patrols with the Puerto Rico Police and Municipal Police Forces throughout the island. Funds will be provided to State and Municipal law enforcement agencies to intervene with distracted drivers. State and municipal police forces will receive funds to participate in enforcement efforts. Costs include overtime hours and fringe benefits.	
Performed Location	Island-wide & Municipalities throughout the Commonwealth	
Federal funding source (s)	BIL NHTSA 402 BIL 405e Distracted Driving Awareness	
Project Agreement Number	25-14-XX	
Subrecipient(s)	Municipal Polices & PRPD (Traffic Bureau)	
Organization type	Local Agencies & State Agency	
Amount of Federal Funds	\$300,000.00	
Eligible Use of Funds		GTS Code
	Distracted Driving	DD
	405e DD Law Enforcement	B8ADDLE
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	High Visibility Seat Belt Law Enforcement	

Appendix A to Part 1300-Certifications and Assurances for Highway Safety Grants

Appendix A to Part 1300--Certification and Assurances for Highway Safety Grants

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

State: Puerto Rico

Fiscal Year: 2025

By submitting application for Federal grant funds under 23 U.S.C. Chapter or Section 1906, Public Law 109-59, as amended by Section 2504, Public Law 111-SB, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor Representative for Highway Safety, I hereby provide the following Assurance:

GENERAL REQUIREMENTS

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

- 23 U.S.C. Chapter 4--Highway Safety Act of 1966, as amended;
- Sec. 1906, Public Law 109-59, as amended by Sec. 2504, Public Law 111-58;
- 23 CFR part 1300--Uniform Procedure for State Highway Safety Grant Programs;
- 2 CFR part 200--Uniform Administrative Requirements, Cost Principles, and Audit Requirements, for Federal Awarards;
- 2 CFR part 1201--Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awarards.

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FINANCIAL ACCOUNTING AND REPORTING ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidelines for FFATA Subaward and Executive Compensation Reporting, August 11, 2010, https://www.fdsys.gov/docs/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_081110.pdf by reporting to the following for each subaward:

- Name of the entity receiving the award;
- Amount of the award;



- Information on the award including transaction type, funding agency, date North American Industry Classification System code of Catalog of Federal Domestic Assistance ID number (when applicable), program source;
- Location of the entity receiving the award and the program location of the award, including the city, State, congressional district, and county; and an award title descriptive of the purpose of each funding action;
 - o Unique entity identifier (generated by SAHIS);
- The estimated total compensation of the employee; and the official title of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (1) 8 percent or more of its annual gross revenues in Federal;
 - (11) \$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 employee through periodic reporting required under section 5(d) of the Securities Exchange Act of 1934 (5 U.S.C. 78w(a)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NO DISCRIMINATION

(applies to all employees as well as contractors)

The State highway safety agency [and in subchapter] shall comply with all Federal statutes and implementing regulations relating to nondiscrimination ("Federal nondiscrimination authorities"). These include but are not limited to:

Final of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq., 78 mt. 252), (prohibits discrimination on the basis of color, race, sex, religion);

- *49 CFR part 21 (entitled Non-discrimination in Federal Grants and Programs of the Department of Transportation - Final Rule) (Title 49 of the Code of Federal Regulations, 49 CFR 191M); 28 CFR 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);*

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or State projects);

Pe. Jeraid Higlm'a; J. Act of 1973. (13 U.S.C. 314 (i) (j)). anti Title IX of the Education Amendments of 1972. as amended (20 U.S.C. 1681-1686) (prohibit discrimination on the basis of sex);

Section 504 of the Rehabilitation Act of 1973. (29 U.S.C. 7941 et seq.), as amended, (substantive: SG: Unim. action on the basis of disability) and 49 CFR part 27;

The Age Discrimination Act of 1975. as amended, (42 U.S.C. 6101 et seq.), (prohibits discrimination on the basis of age)-

The Civil Rights Act of 1964, (Public Law 100-209) (broadscope, covering age, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by the Department of Justice "programs or activities" to include all facilities, programs, and activities of the



Federally funded recipients, subrecipients, and contractors, "whether such programs or activities are federally funded, or not);

Title II of the Rehabilitation Act (42 U.S.C. 12131-12189)

(prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and [49 CFR parts 37 JJJ.d 1&](#);

[Executive Order 11898, Federal Action to Address Employment in Minority Populations](#) (prohibiting discrimination against minority population; by encouraging programs, policies, and activities which disproportionately high and adverse human health or environmental effects on minority and low-income populations)

[Executive Order 13106. Improving Access to Services for Persons with Limited English Proficiency](#) (requiring that recipient of federal financial assistance provide meaningful access for applicants and beneficiaries who have limited English proficiency (LEP)); [Executive Order 13085. Advancing Racial Equity and Supremacy](#) "Understand Communitas through the Federal Government (advancing equity across the Federal Government); and

[Executive Order 13988. Promoting and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation](#) (clarifying that sex discrimination includes discrimination on the grounds of gender identity or sexual orientation).

The preceding statutory and regulatory references hereinafter are referred to as the "Acts"; and "Regulation," respectively.

GENERAL ASSURANCE.

In accordance with the Acts, the Regulations, and other pertinent federal laws, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

"No person in the United States shall on the grounds of race color or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under a program of activity for which the recipient receives federal financial assistance from DOT. 49 CFR 121.111(f)(5)."

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VII of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of the nondiscrimination statutes and requiring them to include all programs and activities of the recipient, so long as any portion of the program is federally assisted.

More specifically, and without limiting the above general statement, the Recipient agrees with

subcontractor; or if it is thereon, in the case the fl. ssurance obligate: s the Recipient, or all the time for the longer of the following periods:

- a. the period during which the property is used for the purpose for which the Federal financial assistance is provided, or for another purpose involving the performance of similar services; or
 - b. the period during which the Recipient retains control or possession of the property.
9. The Recipient shall provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to guarantee the guarantee that it, after the recipient, sub-recipient, grantee, contractor-subcontractor, consultant, beneficiary, successor in interest, and other participants of Federal financial assistance: no matter such program will comply with all requirements set forth in the Act, the Regulation, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with respect to any matter arising under the Act, the Regulation, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. YOU also recognize that YOU must comply with my program or compliance review, and/or investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency agrees this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, projects, and/or discounts or other Federal aid and Federal financial assistance extended after the date hereof to the recipient by the U.S. Department of Transportation under the Highway Safety & Grant Program. This ASSURANCE is binding on the State highway safety agency, other agencies, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors, grantees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

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

The State will provide a drug-free workplace by:

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

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3. Any available drug counseling, rehabilitation, and other employee assistance **pro**;
4. Tilt penalties that may be imposed upon employee for drug violations occurring in the workplace;
 - Making it a condition that each employee engaged in the performance of duties grant be given a copy of the statement required by paragraph (a);
- C. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment, the employee shall not be granted any of the following:
 - L. Assisted by the terms of the statement;
 1. Notify the employee of any criminal conviction for violation of law occurring in the workplace before ten days after the conviction;
- d. Notifying the agency within ten days of receiving notice from the subcommittee of an employee or otherwise receiving actual notice of such conviction;
- e. **None** of the following:
 - L. Within 30 days of receiving notice from the subcommittee of any conviction under paragraph (c)(2) relating to any employee who is so convicted;
 - L. Taking appropriate action against the employee, not including termination;
 2. Requesting the employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to train the drug-free employee through the participation of the appropriate agencies.

POLITICAL ACTIVITY

(applies to members of the State)

The State will comply with the provisions of the Hatch Act (5 U.S.C. 1501 - 1508), which prohibits the political activities of employees of the Federal Government; the intent of the Act is to ensure that the Federal Government is not influenced by political activities of its employees.

CERTIFICATION REGARDING FEDERAL EMPLOYMENT

(applies to members of the State)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

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

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 my agency, Member of Congress, or any employee of Member of Congress, in connection with the awarding of any Federal contract, the making of my Federal grant, the making of Federal loan, the entering into of any cooperative agreement, the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement; 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,



Member of Congress, an officer or employee of the Commission, or an employee of a Member of Congress, shall disclose this Federal contract, grant, loan, or contribution agreement, the undersigned shall complete and submit Standard Form 278 of cumulative disclosure to the Federal Lobbying Disclosure Act of 1996 in accordance with its instructions;

- The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, grants, and contracts for the purchase of goods, services, and cooperative agreements.) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which a contract is 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 USE OF STATE FUNDS

(applies to subrecipients as well as States)

None of the funds derived therefrom will be used for any activity specifically designed to urge or persuade a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before my State or local legislative body. Such activities include both direct and indirect (e.g., grassroots lobbying activities) ties with one exception. This does not preclude a State official whose salary is supported by State funds and engaged in direct communication with State or local legislative officials, in accordance with the customary State practice, or from urging legislative officials to support or oppose the adoption of a specific legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

- By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agreeing to comply with the requirements of 48 CFR part 180 and 1200.
- The inability of a participant to provide the certification required below will not result in denial of participation in this contract. The prospective primary tier participant must submit a written 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 to provide the certification or explanation shall disqualify such person from participation in this transaction.
- The certification in this contract 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 tier participant knowingly rendered an



INSTRUCTIONS REGARDING LOWER TIER PARTICIPANT CERTIFICATION, AND OTHER INFORMATION

1. The prospective lower tier participant certifies to the best of his/her belief, that it and its principals:
 - a. Are not presently debarred, suspended, prohibited, or disqualified as a result of being convicted of a crime or found liable for a civil offense involving the performance of any Federal contract or subcontract; or
 - b. Have not been convicted of a crime or found liable for a civil offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) contract or subcontract under a public contract, or in violation of Federal or State antitrust statutes or regulations of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statement, 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 the commission of any of the offenses mentioned in paragraph (1)(b) of this certification; and
 - d. Have not been debarred, suspended, prohibited, or found liable for a contract or subcontract under a public contract, or in violation of Federal or State antitrust statutes or regulations of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statement, or receiving stolen property.
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.

INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set forth below and agrees to comply with the requirements of [CFR part 101-11.6](#) and [101-11.7](#).
2. The certification in this document is a material representation of fact upon which reliance was placed when this contract was entered into. If it is later determined that the prospective lower tier participant knowingly furnished false information, 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 or debarment.
3. The prospective lower tier participant shall immediately notify the person to whom this proposal is submitted if at any time the prospective lower tier participant learns that its certification is no longer true. If the prospective lower tier participant is notified by the Government of a change in circumstances.
4. The terms covered transaction, direct judgment, debarment, suspension, ineligible, prohibited person, person, principal, and debarred (including but not limited to) are defined in [2 CFR 101-11.6](#) and [101-11.7](#). You may contact the person to whom this proposal is submitted for assistance to obtain a copy of those definitions.



- S. The prospective lower tier participant agrees by submitting this proposal that, should the proposal covered transaction be admitted into, it shall not voluntarily enter into any further covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, or otherwise excluded from participation in this covered transaction, or 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 in the clause inserted in its contract with Lower Tier Participant Certification, the following: "The Government will not award, modify, or extend any contract, or any modification, amendment, or extension, to any contractor, subcontractor, or supplier, or any person, who is proposed for debarment, suspended, or otherwise excluded from participation in this covered transaction, and all solicitations for lower tier covered transactions; and require lower tier participants to comply with 2 CFR, part 101-11.6, ISO and 1200. A participant may certify that a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment, suspended, or otherwise excluded from participation in this covered transaction, or the department or agency with which this transaction originated, is false. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may but is not required to, check the System for Award Management Exclusion website (www.sam.gov).
8. Nothing contained in the foregoing shall be construed to require the 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 as otherwise authorized under paragraph 8 of the instructions, if a participant in a covered transaction voluntarily enters into a lower tier covered transaction with a person who is proposed for debarment, suspended, or otherwise excluded from participation in this covered transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue any available remedies, including suspension or debarment.

(CERTIFICATION) GUIDING DOCUMENT: SUSTENSION IN: UCMR AND YOUNIERY EXCLUSION - LOWER TIER (OFFICIAL) 5

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, excluded from participation, or otherwise excluded from participating in covered transactions by the Federal Department or Agency.
1. "I/We, the prospective lower tier participant, certify to my/ourself that the statements in this certification are true and correct. I/We, the prospective participant, shall attach to this proposal



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The State and each subrecipient... will comply with the 811... **C : a** requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America like a State, or subrecipient, to purchase Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of satisfactory quality, or that inclusion of domestic materials would increase the cost of the overall project by more than 25 percent. Order to use Federal funds to purchase foreign produced items, the State must submit a request that provides an adequate basis and justification for inclusion by the Secretary of Transportation.

CERTIFICATION ON CONFLICT OF INTEREST

(applies to subrecipient as well as Smtes)

GENERAL REQUIREMENTS

No employee, officer, or agent of a State or subrecipient will be authorized in an official capacity to negotiate, make, accept, or apply for or to take part in negotiating, making, accepting, or approving any subaward, including contractual subcontract, connection. **R**elative to this grant shall have, directly or indirectly, my financial or personal **in** my such subaward **S**hould financial or personal interest would arise. Often the employee, officer or agent, any member of his or her immediate family, his or her partner, or an organization with which employed or is about to employ any of the parties mentioned here, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on disclosure:

1. The recipient shall **in** a written code or standards of conduct that will apply for disciplinary actions to be applied for violations of similar standards by officers, employees, or agents.
 - a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawards, including contractors or parties to subcontracts.
 - b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations permitted by State or local laws or regulations.
1. The recipient shall **in** responsibility to enforce the requirements of the written code or standards of conduct.

DISCLOSURE REQUIREMENTS

No State or subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or contract agreement, whose objectivity may be impaired because of any related present, presently planned interest, financial or otherwise, in



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The recipient shall disclose any conflict of interest identified in 500: n as; r;e,a.sanably
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recipient **If** a conflict of interest is found to exist, NHTSA may (a) terminate the
award, or (b) determine that it is otherwise in the best interest of NHTSA to **canh**ue the
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POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership on Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce "maximum safety policies" to decrease crashes caused by distracted driving, including policies to ban text messaging while driving on any public road, including those owned, leased or rented. This includes, but is not limited to, public roads, government-owned vehicles, or privately-owned vehicles when on official government business; or when performing any function on behalf of the Government. States are also encouraged to conduct maximum safety initiatives in a manner consistent with the size of the business, such as establishment of new rules and regulations or re-evaluation of existing programs to prohibit text messaging while driving, and education, training, and other outreach to employees about the safety risks associated with texting while driving.

SECTION 0 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the application is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program by appointing a Governor's Representative for Highway Safety Who shall be responsible for the State highway safety agency that has adequate resources and is suitably equipped and organized to carry out the program. (23 U.S.C. 402(b)(1)(A))
3. At least 40 percent of all Federal funds appropriated to this State for this fiscal year shall be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs. (23 U.S.C. 402(b)(1)(C))
4. The State's highway safety program provides a safe and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchair lifts, ramps, and other devices constructed or replaced on or after July 1, 1976, at a pedestrian crossing. (23 U.S.C. 402(b)(1)(d))
5. As part of a comprehensive program, the State will support a data based traffic safety enforcement program that fosters effective community collaboration to maintain a safe and data collection and analysis to ensure better safety, identify disparities in traffic enforcement, and enforce traffic enforcement policies, procedures, and activities. (23 U.S.C. 402(f)(1)(E))
6. The State will implement activities to support national highway safety goals to reduce motor vehicle related fatalities that also reduce the primary contributory crash factors within the State, as identified by the State highway safety planning process, including:



- **tion** in the National Highway Traffic Safety Administration's (NHTSA) annual report, including not less than 3 million campaigns; and
 - Reanalysis of the National Highway Traffic Safety Administration's (NHTSA) annual report, including not less than 3 million campaigns; and
 - Increased use of seat belts; by occupants of motor vehicles;
 - Sustained enforcement of statutes addressing impaired driving, occupation, and driving in violation of posted speed limits;
 - An annual statewide seat belt use survey in accordance with 1123 CPR and 1340 of the measurement of seat belt use; for the Secretary of Transportation's annual report;
 - Development of statewide **EMS** interoperable time delay and effective data analysis to support allocation of highway safety resources;
 - Coordination of the National Highway Traffic Safety Administration's (NHTSA) systems with the State Safety Council; safety plan, as defined in 23 U.S.C. 143(4)(d)
 - Participation in the **Fidelity Analysis Reporting System (ARS)**, for the American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States; and
- I. The State - ; and
 - S. The State - not e.

I understand that my support of the State's participation for Federal funding is a matter of public policy and I am not to be held liable for any actions taken by me in the future. I am not to be held liable for any actions taken by me in the future.

[Click here to return to the form](#)



Signature Governor's Representative for Highway Safety

Eileen M. Vélez-Vega, PE

Printed name of Governor's Representative for Highway Safety



Appendix 8 to Part 130Q-Application Requirements for Section 405 and Section 1906 Grants

Application Requirements for Section 405 and Section 1906 Grants

[Each applicant applying for a grant under 13 U.S.C. 405 or Section 1906 of the Public Law 117-55, the State must submit all information required by the Department of Transportation and the Department of Health for the grant. The information must be submitted in the format specified in the instructions for the grant.]

State: Puerto Rico

Fiscal Year: 2020

Instructions: Check the box for each item that the State is applying for grant, fill in the amount, and identify the amount in the budget. The amount must be submitted in the format specified in the instructions for the grant. The amount must be submitted in the format specified in the instructions for the grant.

PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)

[Check the box above if applying for this grant.]

ALL STATES

[Fill in all blanks below]

- State's Occupant protection program for the upcoming fiscal year is provided in the annual grant application at 2020 (location)
- The State will participate in the Quick Start Ticket MGN mobilization in the fiscal year of the grant. The description of the State's plan to participate is provided in the annual grant application at 2020 (location)
- Projects demonstrating the State's ability to network of child restraint inspection stations are provided in the annual grant application at 2020 (location). Such description include: estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) that total, the number of planned stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations are:
 - provided in the annual grant application are staffed with at least one CWJen nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at 2020 (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection services by nationally Certified Child Passenger Safety Technicians.



COMMISSION

LOWER SEAT BELT USE STATES ONLY

[Check at least 3 boxes below and fill in all blanks under those checked boxes.]

D The State's primary seat belt law, requiring all occupants riding in a passenger motor vehicle to be restrained by a seat belt, was enacted on _____ (date) and _____ (date), is amended will be enforced during the fiscal year of the grant.
 Legal citation(s): _____

D The State's occupant protection law, requiring occupants to be seated in a seat belt or age-appropriate child restraint while in a passenger motor vehicle, with a minimum fine of \$25, was enacted on _____ (date) and _____ (date), and is in effect and will be enforced during the fiscal year of the grant.
 Legal citation(s): _____

- Requirement for all occupants to be seated in seat belt or age-appropriate child restraint;

• Coverage of all passenger motor vehicles;

• Minimum fine of at least \$15;

• Exemptions from restraint requirement

D Projects demonstrating the State's seat belt enforcement plan will be piloted in the following program application area: _____ (location).

D The projects demonstrating the State's high risk population program are piloted in the following grant application area: _____ (location).

D The State's comprehensive occupant protection program is provided for as follows:
 Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: _____ (date);
 Multi-year strategic plan: annual grant application for HSP at _____ (location);
 Title and title of the State's designated program coordinator is _____

This list contains the names, addresses, and organizations of the state's traffic occupant protection force membership: annual grant application at _____

_____ (location).



The State's NHTS facilitated occupant protection program consists of all elements of its occupant protection program as conducted on _____ (date) (not more than 5 years of the application due date);

PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEMS (16 CFR 1300.23(D)-(F))

[Check the box above only if applying for this grant.]

ALL STATES

The State has a functioning traffic records coordinating committee that meets at least 3 times each year.

The State has designated a TROC coordinator.

The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantitative and measurable implementation anticipated in the State's core safety databases, including crash, citation, or adjudication, driver, emergency medical services, or injury surveillance system, roadway and vehicle databases.

[Fill in the blank below] Written description of the performance measure(s), and supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at _____ (location).

PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))

[Check the box above only if applying for this grant.]

ALL STATES

The State will use the funding authorized under 23 U.S.C. 405(d) to implement or expand programs as provided in 23 CFR 1300.23(g).

MID-RANGE STATES ONLY

[Check one box below and fill in all blanks under that checked box.]

The State will submit its state-wide impaired driving plan approved by a statewide impaired driving task force on _____ (date). Specifically:



Annual grant application at

ocaho.m)

describes the authority and basis for the operation of the statewide impaired driving task force;

Annual grant application at

ocatio.m)

completes the list of names, titles, and positions of task force members;

Annual grant application at

ocaili.o.m.)

completes the strategic plan based on the Highway Safety Guideline No. 8--Impaired Driving;

D The State has previously submitted a statewide impaired driving plan approved by the statewide impaired driving task force on _____ (date), and continues to meet this plan.

[For full details, see Attachment #4]

D The State will convene a statewide impaired driving task force to develop a statewide driving plan. Submit that plan by August 31 of the grant year.

HIGH-RANGE STATE ONLY

[Check one box below and fill in all blanks under that checked box.]

The State submits its statewide impaired driving plan approved by the statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date).

Specify:

Annual grant application at

PH.FI:B

ocaili.o.m.)

describes the authority and basis for the operation of the statewide impaired driving task force;

Annual grant application at

PH.FI:B

ocaho.m)

completes the list of names, titles, and positions of task force members;

Annual grant application at

PH.FI:B

ocaho.m.)

completes the strategic plan based on the Highway Safety Guideline No. 8--Impaired Driving;

Annual grant application at

PH.FI:B

ocaili.o.m.)

addresses related issues from the assessment of the State's impaired driving program;

Annual grant application at

PR_FY25_405d Attachment #5

ocaho.m.)

contains the projects, in detail, for spending grant funds;



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D 'The State submits :m upd.ated st::ttewide im.paired dri\rmg plan apprm:ed by a st-:itnde
impaired dti;ing tad force on _____ (chte) and updates its. as ! imenl:rel;evo and
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D The State's NHTSA- ilita.ted :a.szessme:nt-\cas conducted on _____ (date) (l,vtb.:in 3
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D The State will con.rhrc: a NHTS.-facilita_ted smenf. **a** the gmnt year,
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D PUT 4: ALCOHOLIGNITION II\TIRIIOCKL.n'n; (.3 cFR B00. B(G»

[Check the box above only if applying for this grant.]

[Check one box below and fill in all blanks under that checked box.]

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- Identify list of alcohol-ignition interlock program use violations;

- Identify all alcohol-ignition interlock use exceptions.

D PART 5:1-7 SOBIDETIPROC.R.:J.f.S. (B CFR BIJO. B(H))

(Check the box above if applicable for this item.)

[Fill in all blanks.]

D The State provides citations to a law that prohibits all individuals convicted of driving under the influence of alcohol from driving a motor vehicle equipped with a respiration or driving preclearance device on _____ (date) and last amended on _____ (date); is in effect, and may be enforced during the fiscal year of the grant.

a. Legal citation(s):

(Check all that apply to the box below and fill in all blank lines that check the box.)

D The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

a. Legal citation(s):

D Prohibit the State from providing information that authorizes a statewide 24-7 sobriety program. The program information is provided in the manual application at _____ (location).

I PART 6: DETRACRRDR.II.J.T.CCR\I\TS (3 em.uoo.:4)

(Check the box above if applicable; ring for this item and check the box(es) below for each item for which you wish to apply.)

I The State has informed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (M.U.C.C.) and Model Police Reporting Form (i.e., the State's most



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DISTRACTED DRIVING LAW GRANTS

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Legal citations.-

- Prohibition o.m. iteh-ting w e-dffi.-ing;
Act #201 Art. 10.25
- **Definition of covered wireless communication devices;**
Act #201 Art. 10.25
- Fine for an offense;

Act #201 Art. 10.25

Exemptions from texting ban.

Act #201 Art. 10.25

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The State's handheld phone use ban statute, prohibiting a dri"l<-a- fto:m oldim.g pel:"SO:m.al OO ess coommicati.ol!l:5 device wllle ch l'img .and requiring a fine forl.-iolailio:m. of the law, was em.cted on 1 (date).and last amended oo 7 11 (date).lis. Me.:ffeot and. 1be.en:frce-d during the fiscal year ofthe gl'a:m.t.

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Act #201 Art. 10.25
- **Definition of covered wireless communication devices;**
Act #201 Art. 1.42A, Art. 1.97B
- **Fine for an offense;**
Act #201 Art. 10.25
- **Exemptions from handheld phone use ban.**
Act #201 Art. 10.25

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a *Legal citations.-*

- Prohibition on youth cell phone use while driving;

- **Definition of covered wireless communication devices;**

- Fine for an offense;
-

- Exemption from youth cellphone use ban
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D Prohibition on Use of Handheld Mobile Devices While Driving
 The state's existing device ban statute, prohibiting drivers from using a device while driving; mg. taz e, zucto D (date); md last amended D (date), m. effect, and will be enforced during the fiscal year of the grant

a *!£g, Ql citations.-*

- Prohibition on "Distracted" Driving devices use while driving;

- **Definition of covered wireless communication devices;**

It/ Part 7: MOTORCYCLIST SAFETY CR. 13 TS (13 CFR B00.5)

[Check the box above only if applying for this grant.]

[Check at least 2 boxes below and fill in all blanks under those checked boxes only.]

D Motorist Rider Training Course

a The name and organization of the head of the designated State authority managing motorcyclist safety issues is: _____

a The head of the designated State authority on motorcyclist safety issues must certify that the State has adopted one of the following introductory rider curricula:

[Check at least one of the following boxes and fill in the blank with the name of the curriculum.]

- Motorcycle Safety Foundation Basic Rider Course;
- TE WORE. GORE. Basic Rider Training;
- Idaho State Basic I;
- California Motorcyclist Safety Program Motorcyclist Training Course;
- Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.

a 1m. the annual grant application at _____ (location), a list of counties or political subdivisions. Make State aware motorcycle rider training will be conducted during the fiscal year of the



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✓ PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)

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The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at _____ (Location(s))
PR_17Y2S_405g

D PART 9: PREYEG ROADSIDE DEATHS GRANTS (23 CFR 1300.27)

[Check the box above only if applying for this grant, and fill in the blank below.]

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at _____ (Location(s))

D PART 10: DRIVER EDUCATION AND DRIVER SAFETY COURSES (23 CFR 1300.28)

[Check the box above only if applying for this grant.]

[Check one box, only below and fill in required blank under the checked box only.]

D Driver Education and Driver Safety Courses
[Check one box only below and fill in blanks under the checked box only.]

O Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant
- *Legal citation(s):* _____

D Applying as a documentation State—

- The State has developed and implemented a driver education and driver safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum course, materials, and citations to grant required. topics within, are provided in the annual grant application at _____

D Officer Training Programs
[Check one box only below and fill in blanks under the checked box only.]

O Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for police officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was



enacted on _____ (date) and last amended on _____ (date), is in effect, and shall be enforced during the term of the grant

- Legal' *document(s)*:

D Applying as a documentation State-

- The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilian during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at _____

D Applying as a qualifying State-

- A proposed bill or planning or strategy documents that identify meaningful action that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at _____
- A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at _____

D Pffitt: U: R \ . 1 . _ \ L PROFILL'IG DATA (; QILFCfio; .J GR. -tITS (23 CFR 1300.19)

[Check the box above OIY if applying for this grant]

[Check one box only below and fill in all blanks under the circle bar only]

D The official document(s) (i.e., a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor roads are provided in the annual grant application at _____

D The projects that the State will undertake during the term of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor roads are provided in the annual grant application at _____ (location).



with my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certification as follows: —

I have reviewed the above information in support of the State's application for [23 U.S.C. 4\(11\)](#) and Section 11906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.

As a condition of award, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that act and will comply with all applicable laws, regulations, and provisions and programmatic requirements for Federal grants.

I understand that in the event of a denial of a grant award, the information submitted in support of the application may result in the denial of a grant award.

[Click here to validate form fields and permit to issue](#)

8114

Signature of Governor's Representative for Highway Safety

Date

Eileen M. Vélez-Vega, PE

Printed name of Governor's Representative for Highway Safety



