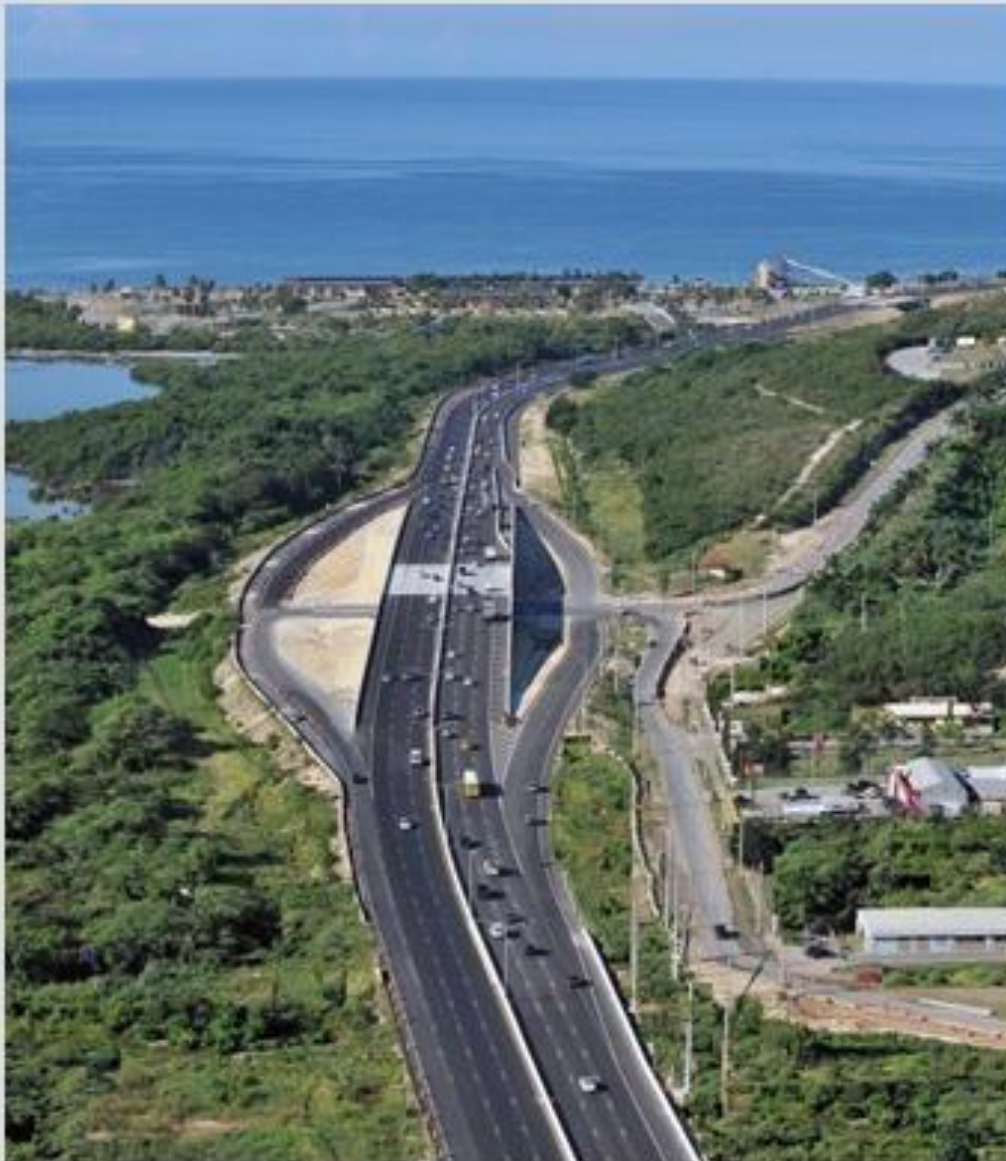




ESTADO LIBRE ASOCIADO DE
PUERTO RICO
Comisión para la Seguridad
en el Tránsito

PUERTO RICO
HIGHWAY SAFETY PLAN
FY 2017



HON. ALEJANDRO GARCÍA PADILLA
GOVERNOR OF PUERTO RICO

ENG. MIGUEL A. TORRES DÍAZ
CHAIRMAN OF THE BOARD

MR. JOSÉ A. DELGADO ORTIZ
EXECUTIVE DIRECTOR



PUERTO RICO
TRAFFIC SAFETY COMMISSION
COMMONWEALTH OF PUERTO RICO

Document cover page shows a Segment of state road PR-2 bordering the Caribbean Sea, located on the city of Ponce on the southern part of the Island. This road extends from Ponce crossing the western border up to the city of San Juan. This particular segment underwent massive construction works which added more lanes and exit bridges due to its high traffic flow.

Table of Contents

INTRODUCTION..... 4

RELATIONSHIP AND COORDINATION WITH SHSP 6

SETTING PERFORMANCE GOALS FOR 2017 8

SELECTING COUNTERMEASURES AND PROJECTS..... 9

PROBLEM IDENTIFICATION 10

EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PLAN..... 11

CORE PERFORMANCE MEASURES..... 15

ALCOHOL-IMPAIRED DRIVING..... 16

YOUTH ALCOHOL..... 28

POLICE TRAFFIC SERVICES..... 31

PLANNING AND ADMINISTRATION..... 39

OCCUPANT PROTECTION..... 42

COMMUNITY PROGRAMS 50

TRAFFIC RECORDS 58

NON-OCCUPANT PROTECTION PROGRAM 65

TRAFFIC ENGINEERING 72

MEDIA CAMPAIGN..... 75

MOTORCYCLE SAFETY 80

DISTRACTED DRIVING 84

STATE CERTIFICATION AND ASSURANCES 90

HIGHWAY SAFETY COST SUMMARY FY 2017 102

INTRODUCTION

For over four decades the Puerto Rico Traffic Safety Commission (PRTSC) is the state government entity that focuses mainly in the Island's traffic safety issues, by coordinating the planning, development and execution of educational and enforcement programs aimed to change driver behavior to reduce and prevent fatalities and serious injuries on the Island's roadways.

The smallest geography of the Greater Antilles in the Caribbean region, with road topography of approximately 17,000 miles, Puerto Rico has an over-population of 3.5 million distributed by almost 1,000 people per square mile, among the top worldwide. By 2014, vehicles outnumbered drivers: 2,237,883 licensed drivers versus 3,333,849 registered vehicles. Hurricane season runs for as much as six months, with an average annual precipitation of 70 inches. These conditions can easily flood the roads anywhere throughout the Island.

These adverse factors to traffic safety, along with reckless behaviors when driving, like alcohol consumption, speeding and distractions, has proven to be a serious concern to the PRTSC for the high level risks to which road users are exposed when traveling in a motor vehicle.

In order to address this complicated scenario with good results, the agency and its traffic safety partners - state and municipal police forces, private sector and nonprofit organizations - have consistently joined resources and efforts in designing and executing strategic campaigns involving education, traffic engineering, law enforcement, and rapid emergency medical services.

As a result of these successful tools in approaching serious traffic problems, reported traffic deaths in 2014 was 304 - so far the lowest ever - and 310 in 2015, the lowest for any two year period in modern times. Although these up to-date statistics show a consistent reduction of traffic fatalities, the PRTSC will continuously review performance goal achievements to determine whether additional educational strategies and other initiatives are needed to move forward in traffic safety and reduce fatal crashes.

EXECUTIVE SUMMARY

As a result of combining strategic educational campaigns with aggressive law enforcement, Puerto Rico have successfully reached a significant downward trend in traffic related fatalities and serious injuries during the past three decades.

In fact, statistics show an all-time low of 304 fatalities in 2014, in contrast to a high 648 in 1987. Based on up to date results and projections, the Puerto Rico Traffic Safety Commission (PRTSC) estimates the number of traffic crash fatalities on Island roadways to be below 300 by years end in 2016. Definitely the lowest ever.

These remarkable accomplishments can be attributed mainly to the PRTSC's commitment together with the active support of state and municipal police forces and other traffic safety partners, to the cause of safe driving through continued efforts to improve occupant and non-occupant awareness.

Introducing a mandatory safety belt law - the first jurisdiction in the nation to do so in 1974 -, reducing BAC to .08%, round the clock sobriety checkpoints, high-visibility enforcement, increasing penalties for traffic violations, and educating both pedestrians and cyclists on group rights and obligations, are key factors in effectively reducing traffic fatalities.

Adopting laws to include motorcyclist regulations and prohibit use of cell phones without a hands free device, thus discouraging texting and other illegal practices, have also been useful in lowering down annual traffic death tolls.

Recent surveys reflected a 91.8% seat belt use, together with a high 94.7% use of child restraint seat. Both have been instrumental in saving the lives of numerous motor vehicle occupants. In order to maintain such high percentages, the PRTSC and its safety partners are committed to additional efforts on education and enforcement.

Other actions, such as prohibiting four tracks on roadways, has certainly helped attain more reductions in crashes and traffic fatalities.

Although the Island's economic crisis and other challenges may have affected de PRTSC from entirely achieving more goals in breaking down annual traffic deaths, the entity will double efforts in the years to come to increase safety for the traveling public, stop impaired driving, increase safety belt use, and improve non-occupant safety.

The quest is not over until bottom line numbers reach historically low levels of traffic fatalities, serious injuries and property damages.

RELATIONSHIP AND COORDINATION WITH SHSP

The Puerto Rico Traffic Safety Commission (PRTSC) is a close partner of the Puerto Rico Highway and Transportation Authority (PRHTA) in the implementation of the 2014-18 Strategic Highway Safety Plan (SHSP). Our Executive Director, as an active member of the SHSP Executive Committee, participates in the discussion of strategies and initiative to reduce fatalities and serious injuries in Puerto Rico. PRTSC has been an active supporter in the implementation of the SHSP, as depicted below:

Area	Strategy
Leadership	<ul style="list-style-type: none"> • Development of Communication Strategies • Lead several of the Emphasis Area teams: <ul style="list-style-type: none"> ○ Alcohol Impaired Driving ○ Traffic Records and Information Systems ○ Occupant Protection • Members of the SHSP Steering Committee
Data	<ul style="list-style-type: none"> • Sharing crash databases and related information • Coordination of the Traffic Records Coordinating Committee (TRCC)
Integration	<ul style="list-style-type: none"> • Participation in the SHSP project progress meetings • Provide support in several Emphasis Area teams <ul style="list-style-type: none"> ○ Vulnerable users ○ Emergency Medical Response • Integration of the PRTSC webpage as part of the SHSP webpage

PRTSC staff supported PRHTA in the development of the Action Plan and continued monitoring the number of fatal crashes in the highway system. In general, the PRTSC took ownership of those actions included in the SHSP action plan that involved improving driver behavior by means of communication campaigns and other initiatives. During FY 2017, the PRTSC will assist the PRHTA in the implementation of the following tasks:

- Funding for police activities, FIESTA programs, highway safety projects, and driver behavior surveys

- Participate in SHSP outreaching events
- Continuous alignment of FHWA and NHTSA programs
- Improving crash database with initiatives discussed in the TRCC, as the basis for all analysis and strategies development
- Development of the annual Puerto Rico highway safety delegates meeting to show the SHSP results
- Participate in the Road Safety Audits as part of the SHSP
- Report on SHSP progress

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

SETTING PERFORMANCE GOALS FOR 2017

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

Setting targets for year 2017 was part of a participative process between PRTSC and SHSP in order to comply with SHSP five-year plan and HSP annual plan. FARS will be the source for fatalities and fatality rate measures and CARE data base system will be the source for injury crashes measure. Historical data was reviewed, scenarios pondered; models, trends, projections, and federal regulations and requirements were evaluated, discussed and debated between all parts. Finally, the trend adopted was the one considered “aggressive”; to reduce total traffic fatalities from 344 in 2013 to 300 by 2018 using the 5-year moving average. Fatalities reduction target established for 2018 will be a 12% reduction from 2013 total traffic fatalities.

SELECTING COUNTERMEASURES AND PROJECTS

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

PRTSC, as a member of the Executive Committee and stakeholder of the 2015 Puerto Rico's Strategic Highway Safety Plan, has incorporated some strategies to its Program Areas in accordance to the Emphasis Areas of the SHSP in order to maximize resources and to develop a coordinated effort towards improving traffic safety in our Island and to comply with FAST Act.

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

PROBLEM IDENTIFICATION PROCESS

Problem Identification Process was working with databases FARS and Care. The first step in the process was to conduct analyses on data extracted from the sources that have been described. The initial analyses were conducted using the most recent three years of FARS data (2012-2014) to determine the trend in each of the core performance measures related to fatalities. For the core behavioral measure, the results from the five most recent observation surveys (2011-2015) were analyzed to determine the trend in the state's seat belt use rate.

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

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

EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PLAN

Approach

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

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

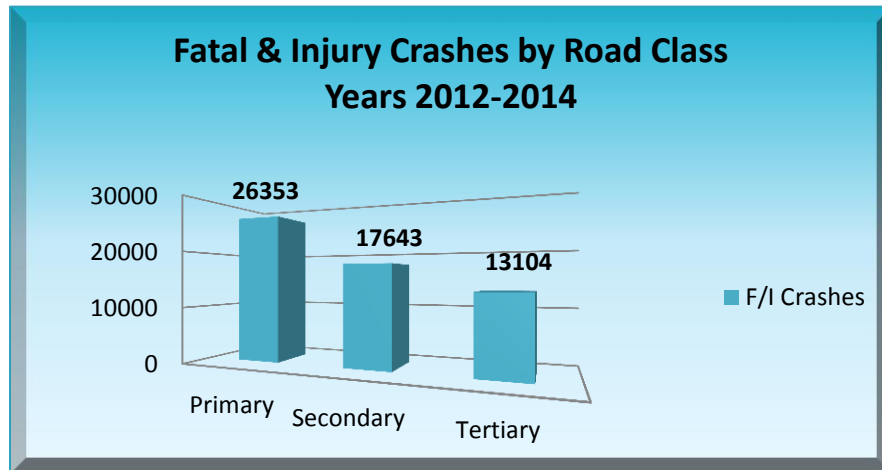
Problem Identification

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

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

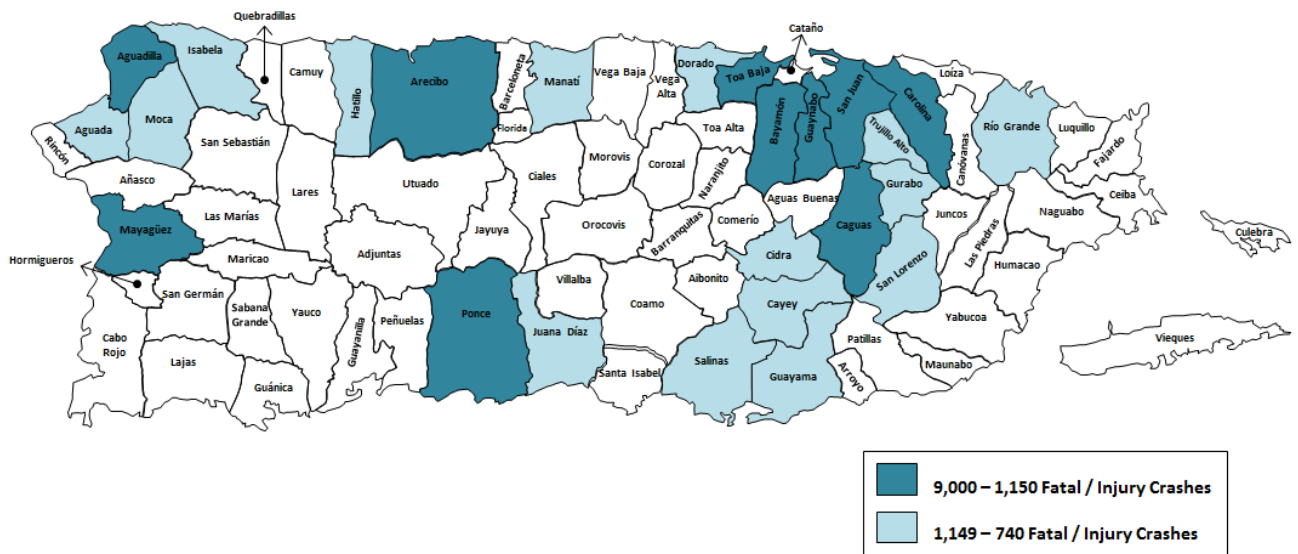
Statistics enlisted below are examples of relevant data utilized for the implementation and execution of evidence-based enforcement plans:

- ✓ Total traffic fatalities decreased 12% from 344 in 2013 to 304 in 2014.
- ✓ Alcohol-impaired driving fatalities decreased 27% from 127 in 2013 to 93 in 2014.
- ✓ Speed-related fatalities decreased 23% from 149 in 2013 to 115 in 2014.
- ✓ Observed seat belt use for vehicle occupant decreased from 89.7% in 2013 to 89.5% in 2014.
- ✓ Fatal and injury traffic crashes during 2012-2014 totaled 67,960; a 39% of these occurred on primary roads, 26% on secondary roads and 19% on tertiary roads.
- ✓ Road that reports most fatal and injury traffic crashes is state road PR-2, comprising 8% of traffic crashes during 2012-2014.



Problem identification is also essential in identifying traffic crash cluster areas, or hotspots. Care data system provides essential information to understand which roadways and municipalities have highest rates of traffic crashes, that way resources can be efficiently directed towards these. Map below is an example of fatal and injury traffic crashes by municipality, which clearly illustrates most of these occurring among metropolitan area municipalities. This data is then further analyzed to identify other trends and factors that contribute to crashes, and enforcement measures necessary to address them.

Fatal / Injury Crashes Hotspots



Program Description (Deployment of Resources)

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

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

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

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

Continuous Follow Up and Adjustment

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

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

Law Enforcement Liaisons (LELs) play a crucial role in the implementation of enforcement program. They are responsible of staying in contact with enforcement agencies before, during and after mobilization campaign periods, through meetings, phone calls and emails, and offer solutions and expert advice in the case a problem

arises. They also assist PRTSC staff with monitoring programs and assessing their overall performance.

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

PRTSC 2017 Enforcement Calendar

PRTSC FY2017 Enforcement Calendar



October 2016

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

*Seat Belt Mobilization
October 10 - 16*

November 2016

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

*Alcohol Mobilization
November 18 - 28*

December 2016

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

*Alcohol Crackdown
December 15 - 1 January*

January 2017

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

*Alcohol Crackdown
December 15 - 1 January*

February 2017

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28				

*Speed Mobilization
February 6 - 17*

March 2017

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

April 2017

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

*Distraction Mobilization
April 7 - 12*
*Alcohol Mobilization
November 13 - 17*

May 2017

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

*Seat Belt Mobilization
May 22 - 4 June*

June 2017

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

*Seat Belt Mobilization
May 22 - 4 June*

July 2017

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

*Alcohol Mobilization
July 14 - 31*

August 2017

S	M	T	W	T	F	S
	1	2	3	4	5	
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

*Alcohol Crackdown
August 31 - 4 September*

September 2017

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

*Alcohol Crackdown
August 31 - 4 September*

CORE PERFORMANCE MEASURES

FY 2017 Puerto Rico Core Performance Measures								
CORE OUTCOME MEASURES			2010	2011	2012	2013	2014	2017 Goal
C-1	Traffic Fatalities (FARS)	Annual	340	361	366	344	304	291
		5-Year Moving Average	414	385	367	355	343	
To decrease traffic fatalities by 4.5 percent from the 2014 calendar year of 304 to 291 by December 31, 2017.								
C-2	Serious Injuries in Traffic Crashes (State Crash File)	Annual	5,182	6,449	5,551	3,705	4,040	3,600
		5-Year Moving Average	Not Available	6,773	6,183	5,749	4,985	
To decrease serious traffic injuries 11 percent from the 2014 calendar year of 4,040 to 3,600 by December 31, 2017.								
C-3	Fatalities/VMT (FARS/FHWA)	Annual	1.83	1.94	1.97	1.85	2.09	1.67
		5-Year Moving Average	2.16	2.03	1.95	1.90	1.86	
To decrease fatalities per 100 million vehicle miles (VMT) from the 2014 calendar year of 2.09 to 1.67 by December 31, 2017.								
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Annual	107	116	110	117	78	76
		5-Year Moving Average	109	107	106	111	106	
To decrease unrestrained passenger vehicle fatalities in all seating position by 3 percent from the 2014 calendar year of 78 to 76 by December 31, 2017.								
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Annual	98	103	101	127	93	91
		5-Year Moving Average	123	115	107	108	105	
To decrease alcohol-impaired driving fatalities by 2 percent from the 2014 calendar year of 93 to 91 by December 31, 2017.								
C-6	Speeding-Related Fatalities (FARS)	Annual	135	138	144	149	115	112
		5-Year Moving Average	180	164	147	144	136	
To decrease speeding-related fatalities 3 percent from the 2014 calendar year of 115 to 112 by December 31, 2017.								
C-7	Motorcyclist Fatalities (FARS)	Annual	47	53	54	42	47	44
		5-Year Moving Average	78	66	58	50	48	
To decrease motorcycle fatalities 6 percent from the 2014 calendar year of 47 to 44 by December 31, 2017.								
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Annual	39	36	37	25	33	25
		5-Year Moving Average	51	46	40	35	34	
To decrease unhelmeted motorcyclist fatalities 24 percent from the 2014 calendar year of 33 to 24 by December 31, 2017.								
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	Annual	49	47	44	51	39	35
		5-Year Moving Average	67	59	49	48	46	
To decrease drivers age 20 or younger involved in fatal crashes 10 percent from the 2014 calendar year of 39 to 35 by December 31, 2017.								
C-10	Pedestrian Fatalities (FARS)	Annual	101	111	112	87	95	89
		5-Year Moving Average	124	119	112	104	101	
To reduce pedestrian fatalities 6 percent from the 2014 calendar year of 95 to 89 by December 31, 2017.								
C-11	Bicyclist Fatalities (FARS)	Annual	15	7	16	11	12	10
		5-Year Moving Average	14	11	13	13	12	
To reduce bicyclist fatalities 16 percent from the 2014 calendar year of 12 to 10 by December 31, 2017.								
CORE BEHAVIOR MEASURE			2011	2012	2013	2014	2015	2017 Goal
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	91.9%	90.2%	89.7%	89.5%	91.8%	92.0%
Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 0.2 percentage points from 91.8 percent in 2015 to 92 percent in 2017.								
ACTIVITY MEASURES			2011	2012	2013	2014	2015	NO Goals
Seat Belt Citations			181,777	223,853	207,459	168,434	155,749	
DWI Arrests			14,421	12,001	11,606	7,712	6,633	
Speeding Citations			164,387	147,639	148,599	119,631	145,005	

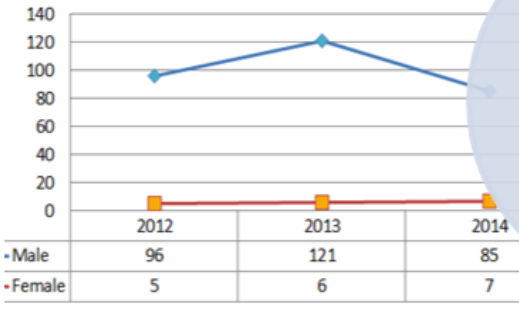
ALCOHOL-IMPAIRED DRIVING

Program Overview

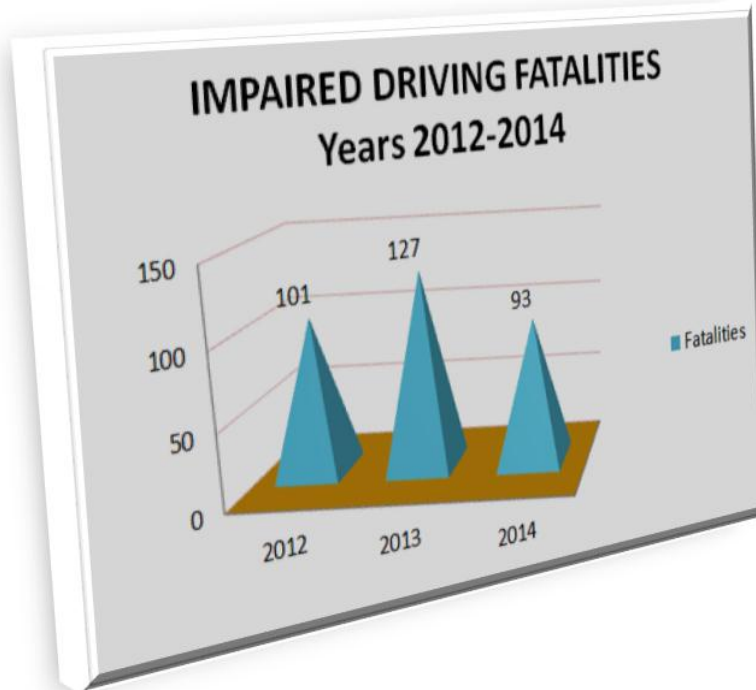
Driving while impaired by alcohol continues to be one of the main causes of fatalities in Puerto Rico’s roads. To reduce alcohol impaired driving fatalities and injuries, is one of PRTSC the top priorities. As of today, Law 22 of Vehicle and Traffic as

amended, establishes a BAC .08% for people 21 years an older, .02% for people 18-20 years old and zero tolerance for teenagers 17 and younger. According to the NHTSA Fatality Analysis Reporting System, FARS, in 2014, 93 alcohol impaired driving fatalities occurred. This indicates an 8% decrease for period 2012 to 2014. Impaired driving fatalities represent 31% of total traffic fatalities for 2014. When we analyze alcohol

Impaired Driving Fatalities by Gender
Years 2012-2014



On average for Years 2012-2014, 94% of impaired driving fatalities were male.












impaired driving numbers question that comes to our minds is: “What has been happening?” There has been a considerable 27% decrease from the 127 fatalities of 2013 to 93 in 2014. Some can argue that it is related to a massive population emigration to the United States due to an economic depression afflicting the island: others to a more responsible driver behavior towards traffic safety. The truth is a combination of factors: education and prevention efforts through traditional and social massive media platforms, BAC

fatality results are being fed into FARS at a quicker rate, more enforcement campaigns through the year (8 months a year), facilitated by PRTSC and NHTSA funds that has allow further police presence and the perception of less impunity, SHSP and Decade of






Action has engaged more people and agencies toward the goal of traffic safety, etc. All these have to keep in place in order to continue alcohol impaired fatalities reduction.

Data analysis used for HSP was obtained from FARS and data from PRDOT crash file. The lack of reliable data about alcohol level testing performed by the Police to non-serious injured drivers at crash time, does not allow an extensive profile analysis of impaired drivers to determined repetitive behaviors. However, in order to outline the problematic using fatalities as baseline, annual historic data shows that averages of 30% of total fatalities are caused by impaired drivers. This data allows us to infer that for 2014, 30% of crashes with injured people included at least one impaired driver, totaling about 6,100 in 2014. To demonstrate patterns, alcohol related injury crashes was analyzed.

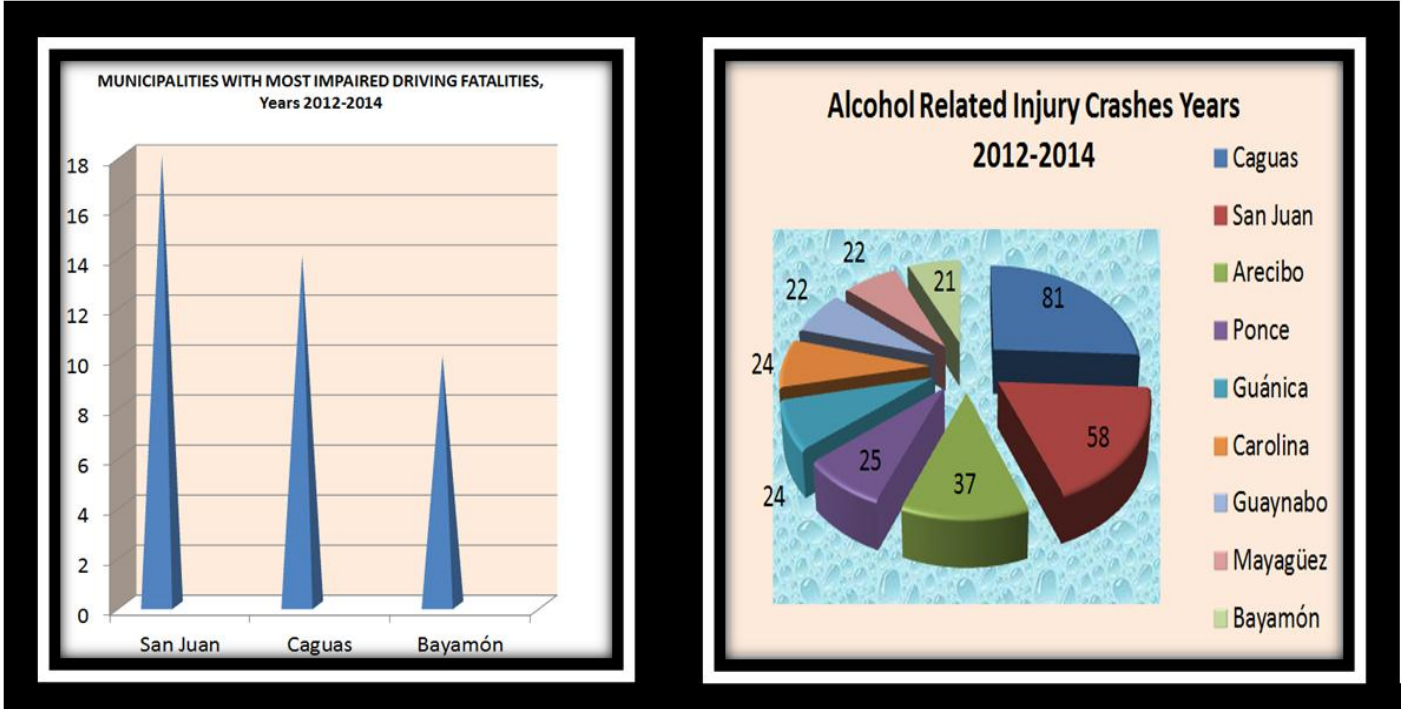
Impaired driving fatalities for the three year average, 2012-2014:

-  94% alcohol impaired driving fatalities were male
-  54% of impaired driving fatalities were in the 25-49 years group, followed by age group 16-24 with 22%.
-  Weekends reported most alcohol impaired driving fatalities: with Sundays in first place with 29%, Saturday with 20% and Mondays with 15%.
-  73% of impaired driving fatalities occurred from 6:00PM-6:00AM
-  Similar numbers are observed in every month, but February, March and December showed the highest numbers of impaired driving fatalities. Summer months represent 25% of impaired driving fatalities for the three years average.
-  Most impaired driving fatalities have occurred on primary roads.
-  70% of all alcohol impaired drivers killed were unrestrained.
-  64% of alcohol impaired motorcycle riders killed was un-helmeted.
-  66% alcohol impaired driving fatalities also presented a speeding factor.

For years 2012-2014, 68 of the 78 municipalities that comprise the island of Puerto Rico reported at least 1 impaired driving fatality. This translates to 87% of the island and shows that almost all of Puerto Rico is afflicted with this tragedy:

-  50% of the 68 municipalities reported 2 to 4 impaired driving fatalities.
-  16% of the 68 municipalities reported 5 to 9 impaired driving fatalities.
-  19% of the 68 municipalities reported 1 impaired driving fatality.
-  5% of the 68 municipalities reported double digit impaired driving fatalities: San Juan with 18, Caguas with 14 and Bayamón with 10. This is consistent with high populated urban municipalities as these 3 ranked among the five most populated municipalities of Puerto Rico.
-  Alcohol Related Injury Crashes for years 2012-2014 showed a similar pattern: Caguas ranks first with 81 alcohol injury crashes, San Juan with 58, Arecibo with

37 as shown in graph below. The second graph shows the seven municipalities with most alcohol injury crashes for years 2012-2014, all seven present 20 or more alcohol injury crashes. Both, State and Municipal Police can enforce traffic

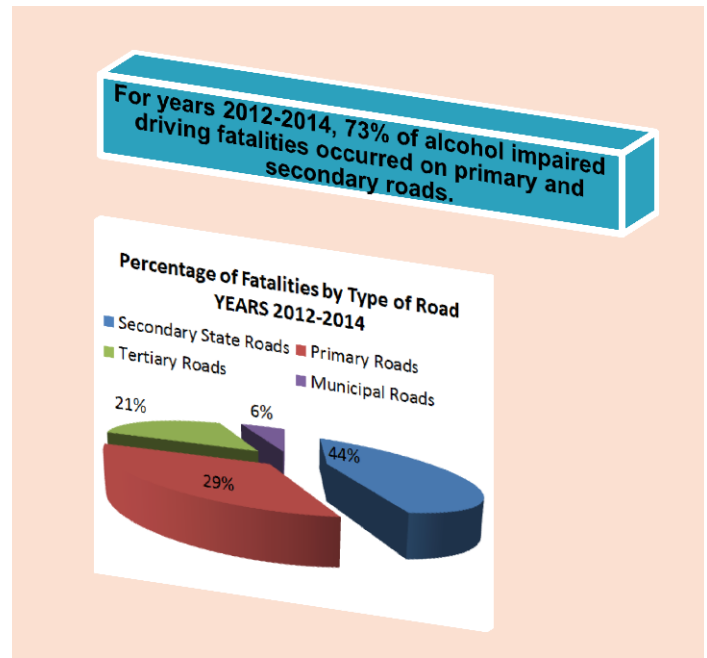


and other laws all the roads.

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

For years 2012-2014:

- 🚫 44% of impaired driving fatality crashes occurred on secondary state roads.
- 🚫 29% of impaired driving fatality crashes occurred on primary roads.
- 🚫 21% of impaired driving fatality crashes occurred on tertiary roads.
- 🚫 6% of impaired driving fatality crashes occurred on municipal roads.








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

Strategies

Impaired driving fatalities decreased during 2014, from a total of 127 reported during 2013 to 93. This 27% decline is due in great part to continuous, high visibility enforcement. Law enforcement agencies must possess the adequate tools in order to enforce Puerto Rico’s traffic laws in an effective manner. These tools are proven to provide stimulus to law enforcement officers and reminds them of the vitality of DUI enforcement.

Adequate funding is a continuous problem for law enforcement agencies, both large and small. DUI traffic enforcement is a specialized field that requires specialized equipment for its overall effectiveness. Funding is vital in order to provide agencies with adequate tools and equipment for the enforcement of the Law and saving countless lives in the process.



In order to keep PRTSC mission to reduce alcohol impaired driving crashes, injuries and fatalities, Impaired Driving Program dedicates significant resources to fund:

-  Overtime impaired driving enforcement
-  Purchase Equipment
-  Prosecution Enhancement
-  Training
-  Prevention and education efforts

These four elements have proven to be effective while working with State, Municipal and the people. PRTSC recognized that trainings will be redesigned and improve due to recommendations made by the SFST Program Assessment.

PRTSC will fund these strategies to reduce alcohol impaired driving fatalities by increasing DWI arrests during high alcohol consumption periods (overtime enforcement). Also, through trainings that will enhance professional skills to identify, intervene, and prosecute drunk drivers, funding for equipment, and improving prevention and education efforts for drivers and public, among other activities.

Performance Goals

-  To decrease alcohol-impaired driving fatalities by 2 percent from the 2014 calendar year of 93 to 91 by December 31, 2017.
-  To conduct five (5) alcohol impaired driving mobilizations during 2017.

- ⊘ To coordinate at least two (2) alcohol trainings for PRPD and Municipal Police in 2017.
- ⊘ To coordinate/conduct at least one (1) training for prosecutors during 2017.
- ⊘ To maintain public information and educational efforts during high alcohol consumption periods.

Projects Strategies

Project Title: Impaired Driving Overtime Enforcement

Project Number: 17-01-01

Description: Overtime hours to participate in Alcohol Impaired Driving National Crackdowns and mobilizations will be funded for PRPD’s 13 traffic police regions and many Municipal Police. Budget for PRPD overtime hours will be \$450,000.00. Municipalities will be selected using past performance criteria, alcohol equipment acquisition such as alco-sensors, mouth pieces, police security gear and availability to work overtime hours. As expected, Year 2017 is going to be challenging; a lot of changes are expected due to new elected officials, especially municipal mayors who are Municipal Police Chief Commanders. This will require a lot of meetings and efforts to explain the importance of impaired driving enforcement effort and engage them to facilitate Municipal Police participation.

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

Budget: \$1,100,000.00

BUDGET		ALCOHOL IMPAIRED DRIVING MOBILIZATIONS FY 2017	
PRPD	Municipalities	DATE	DESCRIPTION
\$100,000.00	\$100,000.00	Thanksgiving Crackdown 11/18/2016 to 11/28/2016	Start a week before Thanksgiving Holiday Week to include that period of festivities that usually is a small fall break and mark the beginning of holiday season.
\$180,000.00	\$125,000.00	Christmas Crackdown 12/15/2016 to 1/2/2017	Covers the Christmas Season, which in Puerto Rico extends up to early January (Three Kings Day). This season is characterized by an increase in alcohol consumption, therefore impaired driving increases.
\$100,000.00	\$100,000.00	Easter Crackdown 04/13/2017 to 04/17/2017	Easter Festivities/Spring Break- Schools, Colleges, agencies and many businesses close during the week and a highly consumption of alcohol is observed although some religious traditions still are observed.
\$130,000.00	\$125,000.00	Summer Crackdown 07/14/2017 to 07/31/2017	July has 4 national holidays and is related with vacations. During hot summer days a majority of the

			population hit the beaches and vacation centers. Tendency is to increase alcohol consumption while on vacation.
\$90,000.00	\$50,000.00	Labor Day National Crackdown 08/31/2017 to 09/04/2017	During the month of August no holiday is observed. Schools and Colleges begin and many population on vacation return to work. Hurricane season is at its peak and people tend to buy alcohol as a way to cope with this stress and to socialize with friends and neighbors during this hard time. Also, the Labor Day weekend, is considered the last summer holiday and celebration and alcohol are always present.

Impaired Driving Overtime Enforcement

Project Number	Agency	Amount	Source
17-01-01	PR Police Department	\$ 600,000.00	405d
17-01-65	Municipal Police Barceloneta	\$ 40,000.00	154AL Share to local
17-01-28	Municipal Police Bayamón	\$ 40,000.00	154AL Share to local
17-01-52	Municipal Police Caguas	\$ 40,000.00	154AL Share to local
17-01-26	Municipal Police Carolina	\$ 40,000.00	154AL Share to local
17-01-36	Municipal Police Guaynabo	\$ 45,000.00	154AL Share to local
17-01-45	Municipal Police Hatillo	\$ 30,000.00	154AL Share to local
17-01-43	Municipal Police Ponce	\$ 25,000.00	154AL Share to local
17-01-17	Municipal Police San Juan	\$ 45,000.00	154AL Share to local
17-01-48	Municipal Police San German	\$ 25,000.00	154AL Share to local
17-01-64	Municipal Police Toa Alta	\$ 30,000.00	154AL Share to local
17-01-53	Municipal Police Yauco	\$ 30,000.00	154AL Share to local
17-01-27	Municipal Police Arecibo	\$ 30,000.00	154AL Share to local
17-01-21	Municipal Police Guayama	\$ 25,000.00	154AL Share to local
17-01-17	Municipal Police Isabela	\$ 30,000.00	154AL Share to local

17-01-68	Municipal Police Vega Baja	\$ 25,000.00	154AL Share to local
Total		\$ 900,000.00	

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

Project Number: 17-01-XX

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

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

Preliminary data from the Puerto Rico Institute of Forensic Sciences regarding fatal injured drivers for 2015, it showed the presence of illicit drugs on 22 of the 62 fatalities alcohol impaired drivers’ equivalent to 35% of total cases. Cannabinoids were present in 68% and cocaine in 32% of cases of the alcohol impaired.

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

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

- Expand the panel of analysis in post mortem cases of traffic fatality cases to include alcohol, drugs and prescribed drugs.
- Expand the services of alcohol, drugs and prescription drugs chemical analysis to the survivors of impaired driving crashes.

- Conduct an impaired driving research study with the data gathered to document impaired driving issues.
- Maintain a statistical data base with a standardized instrument.
- Conduct trainings to law enforcement, judicial, medical community regarding impaired driving findings.
- Funds will cover salaries, fringe benefits, supplies, training and equipment.

Project Number	Agency	Amount	Source
17-01-XX	PR Institute for the Forensic Sciences	\$457,805.00	164AL
Total		\$457,805.00	

Project Title: Alcohol Impaired Driving Prosecution Enhancement

Project Number: 17-01-XX

Description: Puerto Rico Department of Health- Alcohol Toxicology Lab

From years 2010-2012 an average of 220 intoxilyzers used by Police during alcohol interventions/arrests were certified and an average of 833 were checked by Puerto Rico Department of Health as established by Law 22 and Department of Health Ruling 123. In addition, an average of 796 blood samples were analyzed as part of drunk driving arrests in the last three years and 71 trainings were offered to judges regarding alcohol chemical analysis, equipment function, and interpretation of test results to enhance their knowledge about this process in order to sustain test results as reliable evidence in impaired driving trials.

This project will provide funding for blood tubes, contractual services, office and educational supplies, training, and local travel costs for the professionals. Based on Uniform Guidelines Guideline # 8, Chapter II-Section C. Enforcement and Section D. Prosecution.

Puerto Rico Department of Justice-Impaired Driving Prosecution Unit

The Puerto Rico Department of Justice is conducting various efforts to enhance the quality and skills of its prosecutors, especially DWI cases prosecutors. One of the main tasks is to establish a training plan that includes many TSRP skills. These responsibility will be instructed and entrusted to at least two state prosecutors in every judicial region (13 regions), including the District Attorney. In addition, DWI seminars and conferences will be provided to state’s prosecutors. Costs related to trainings, training materials, contractual services, and a DWI Coordinator, to ensure program coordination, development, and implementation, will be funded. In average for the past four years

15,300 DWI cases were assigned and worked by PRDOJ prosecutors. However, only 29% of these cases were heard in court, although in 94% of cases heard a conviction was obtained. Also, long awaited alcohol repeat offender collaboration will be coordinated between Department of Justice and DTPW and its Information Technology Office under Traffic Records Module. Project will contribute to enhance prosecution services in all judicial regions within the Department of Justice integrating law enforcement agencies, toxicology lab, governor’s highway safety office, and victim advocate projects. Strategy is based on NHTSA, s Uniform Guidelines, Guideline #8, Chapter II, Section D.

Budget: \$480,000.00

Impaired Driving Prosecution Enhancement Programs

Project Number	Agency	Amount	Source
17-01-06	PRDOJ	\$100,000.00	154AL
17-01-XX	PRDOH	\$380,000.00	154AL
Total		\$480,000.00	

Project Title: Impaired Driving Enforcement Equipment Program

Project Number: 17-01-XX

Description: PRTSC will provide funds for equipment to enhance impaired driving enforcement efforts. The equipment to be purchased will include: preliminary breath testing equipment mouthpieces, Intoxilyzers 9000, mouth pieces, and maintenance and replacements parts and supplies to be placed in the PRPD traffic regions. Preliminary breath test equipment such as Alco-Sensors, its replacement parts and supplies will be funded through a formal proposal for PRPD, and mini grants for Municipal Polices. As included in Countermeasures that Work 2015, Chapter 1 Impaired Driving, Section 2.3 Preliminary Breath Test Devices and Uniform Guidelines Guideline # 8, Chapter II-Section C. Enforcement.

Budget: \$500,000.00

Impaired Driving Enforcement Equipment Program

Project Number	Agency	Amount	Source
17-01-XX	Municipality Police	\$500,000.00	164AL Share to local

Total	\$500,000.00
--------------	---------------------

Project Title: Impaired Driving Coordinator

Project Number: 17-01-13

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

Budget: \$83,316.00

Impaired Driving Coordinator

Project Number	Agency	Amount	Source
17-01-13	PRTSC	\$83,316.00	164AL
Total		\$83,316.00	

Project Title: Impaired Driving Media Survey

Project Number: 17-01-22

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

Budget: \$8,000.00

Impaired Driving Media Survey

Project Number	Agency	Amount	Source
17-01-22	PRTSC	\$8,000.00	164AL
Total		\$8,000.00	

Project Title: SFST Coordinator

Project Number: 17-01-XX

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

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

Budget: \$100,000.00

SFST Coordinator

Project Number	Agency	Amount	Source
17-01-XX	PRTSC	\$100,000.00	164AL
Total		\$100,000.00	

Project Title: Comprehensive SFST Training Program

Project Number: 17-01-XX

In order to comply with the recommendations of the Puerto Rico SFST Assessment, a training program with the standards for providing initial and refresher training using the NHTSA and the Technical Advisory Panel of the IACP Highway Safety Committee will be develop. Program will include operation, requirements for SFST training, and periodic refresher training. A schedule of trainings will be circulating to all participants with all updates to the program curriculum. The training program would contain a plan

to train all state and municipal police officers. Costs will include contractual services, office and educational materials, equipment, printing costs and others related.

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

Budget: \$100,000.00

Comprehensive SFST Training Program

Project Number	Agency	Amount	Source
17-01-XX	PRTSC	\$100,000.00	405d
Total		\$100,000.00	

Project Title: Victims Impact Panel

Project Number: 17-01-67

Description: This program will create awareness through a non-confrontational presentation directed to convicted criminals for driving while alcohol impaired. It will provide a first-hand look at the trauma, physical and emotional pain, financial loss, anger and frustration experienced by innocent victims of drunk drivers. Contractual services, office material, local travel and stipends will be funded.

Budget: \$100,000.00

Victims Impact Panel

Project Number	Agency	Amount	Source
17-01-67	ASSMCA	\$100,000.00	164AL
Total		\$100,000.00	

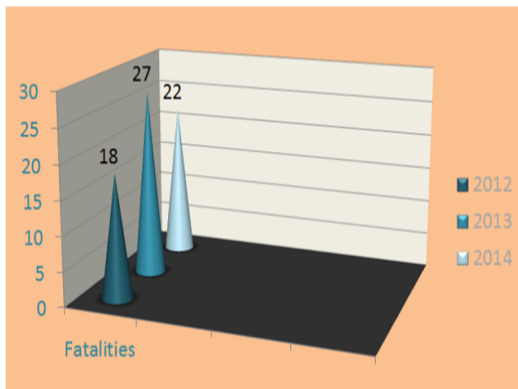
YOUTH ALCOHOL

Program Overview

Risky behavior and a false sense of immortality is part of young people lifestyles, therefore, harmful consequences should be prevented. This applies to alcohol, drugs, unprotected sex and other life choices such as driving while alcohol impaired.

Although much opposition has been present through the years, in Puerto

Youth Impaired Driving Fatalities, 15-24 Years Old
From 2012-2014

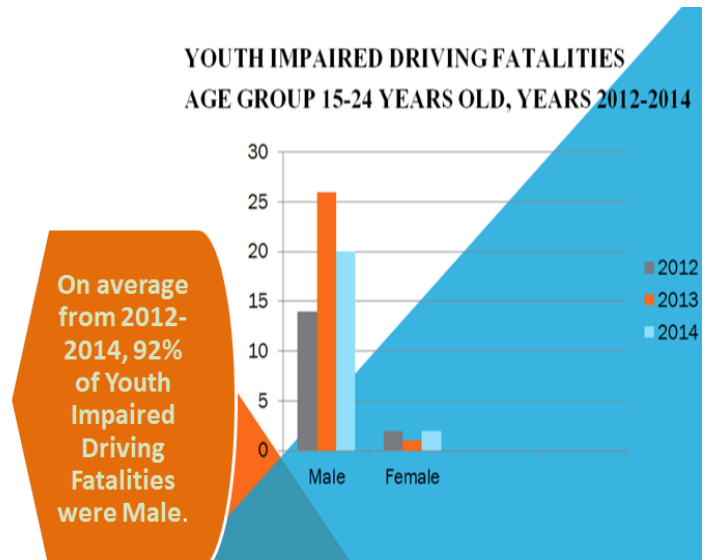


Based in the analysis for 2012-2014 three year period, a 22% increased is observed in youth alcohol impaired driving fatalities.

fatalities.

- 🚫 80% of youth impaired driving fatalities occurred at nighttime from 6:00PM to 6:00AM.
- 🚫 A regular pattern through all months of the year is observed a peak on February. Summer months of June through August and September add up to a 37% of total average fatalities for this period.

YOUTH IMPAIRED DRIVING FATALITIES
AGE GROUP 15-24 YEARS OLD, YEARS 2012-2014







Rico legal alcohol drinking age is 18: allowing teenagers to drink. Law 22 establishes a Zero Tolerance regulation for teenagers under 18 years old and a .02% BAC for people between the ages of 18 to 20.

Left graph presents youth traffic fatalities, ages 15-24 years, for years 2012- 2014.

Average youth impaired driving fatality profile for the three-year period of 2012-2014, shows a very similar pattern as in all impaired driving fatalities:

- 🚫 93% of impaired driving fatalities were male
- 🚫 Weekends, Friday through Sunday, are the riskiest period comprising 68% of youth impaired driving

-  Metropolitan areas and primary roads showed the most youth impaired driving fatalities.
-  67% of young impaired drivers killed were unrestrained.
-  80% of alcohol impaired motorcycle riders killed was un-helmeted.
-  72% alcohol impaired driving fatalities also presented a speeding factor.

Alcohol consumption among teenagers and young adults are one of the main concerns in Puerto Rico. Alcohol still is the drug most used by college students with a 68.2% when compare with tobacco 17.6%. Over 60% of college students informed binged drinking (5 drinks or more in a short period of time). Many buy alcohol beverages in mini markets, gas stations, pubs, bars etc.


Information regarding teenagers and college students’ social studies enumerated: accessibility, family history and peer pressure as reasons for youngsters to consume alcohol.

Strategies

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

For 2017, PRTSC and Youth Impaired Driving Programs will continue using tools for public awareness activities and social media to extend alcohol related and impaired driving prevention messages among teenagers and young adults. By maintaining its presence in social media networks, such as Twitter, Facebook and Instagram platforms throughout the year, safety traffic message will be continuously spread among this target group. Campaigns ads, press releases, strategic messages, news updates, and upcoming activities information will be posted. Educational campaign videos and media interviews will be posted on our You-tube channel.

Performance Targets

-  To decrease youth impaired driving fatalities by 5 percent from 2014 calendar year of 22 to 21 by December 31, 2017.

Projects Strategies

Project Title: Impaired Driving Youth Programs

Project Number: 17-02-XX

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

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

Budget: \$721,836.00

Impaired Driving Youth Programs

Project Number	Agency	Amount	Source
17-02-02	UPR- Río Piedras Campus	\$129,749.00	154AL
17-02-05	UPR-Mayagüez Campus	\$83,445.00	154AL
17-02-10	UPR-Cayey Campus	\$63,543.00	154AL
17-02-14	UPR-Ponce Campus	\$55,420.00	154AL
17-02-15	Hogar CREA, Inc.	\$74,045.00	154AL
17-02-16	Pontifical Catholic University of PR	\$95,985.00	154AL
17-02-17	UPR-Utuado Campus	\$86,541.00	154AL
17-02-21	UPR-Aguadilla Campus	\$85,622.00	154AL
17-02-25	Metropolitan University	\$47,486.00	154AL
Total		\$721,836.00	

POLICE TRAFFIC SERVICES

Program Overview

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

PRPD LAW ENFORCEMENT EFFORTS							
YEAR	SPEEDING CITATIONS	DWI INTERVENTIONS	DWI ARRESTS	SEAT BELT CITATIONS	CHILD RESTRAINT CITATIONS	CELL PHONE CITATIONS	OTHER MOVING CITATIONS
2011	154,029	9,745	8,179	172,962	2,258	N/A	458,246
2012	135,863	9,642	8,070	209,834	4,611	N/A	525,408
2013	132,042	10,297	8,573	186,938	4,087	39,477	610,050
2014	112,566	8,089	6,750	155,465	5,193	73,332	481,560
2015	131,138	7,544	6,165	130,937	4,315	66,571	403,472

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

Puerto Rico Police Department has been demonstrating a decrease of traffic citations over the past years, which may be attributed to various factors. First of all, due to Puerto Rico’s fiscal situation, many police officers have been forced to migrate to other parts of the World reducing the amount of officers patrolling the streets. Out dated and lack of proper equipment to carry out traffic interventions is also a determining factor. As

recently as 2015, PRPD received federal funds for the purchase of alcosensors and intoxilyzers. Lastly, the police force has also suffered reduction of personnel caused by the retirement of a considerable amount of officers, and the difficulty the department has had to recruit new members due also to the high number of citizens migrating.

Speed and aggressive driving is a major factor in fatal crashes, regardless of road type or functional class. Puerto Rico in 2013 increased by speed-related fatalities with 149 fatalities, however, according to FARS, in 2014 there were 115 speed-related deaths were recorded, representing 38% of all traffic fatalities, and 22% decrease from 2013. In addition, 66% of alcohol impaired driving fatalities presented the speeding factor.

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

When analyzing speed and aggressive driving fatalities for the years 2012-2014:

- 🚩 79% of total speeding fatalities were male and 21% female.
- 🚩 58% of speed related fatalities were between 18-36 years old.
- 🚩 Weekends accounted for most speed-related fatalities: with Sundays in first place with 23%, Saturday with 18% and Friday with 15%.
- 🚩 72% of speed related fatalities occurred between 6:00PM-5:59AM.
- 🚩 Most fatalities and injury crashes occurred on primary highways and roads, and metropolitan areas.

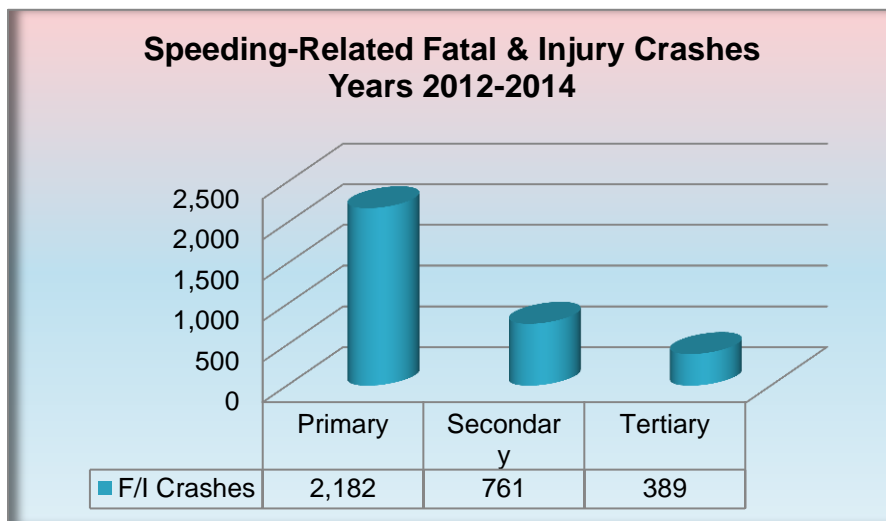


Analyses of speed and aggressive fatal and injury crashes illustrate the following:

- 🚩 62% of fatal and injury crashes occurred on primary roads.
- 🚩 22% of crashes occurred on secondary roads.
- 🚩 11% of crashes occurred on tertiary roads.

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

- ✦ 12% of the fatality and injury crashes are on roads: PR-2, PR-52, PR-22, PR-3, PR-1
- ✦ San Juan, Arecibo, Caguas, Carolina and Aguadilla and represent 51% with higher incidence.



Performance Goals/Targets

- ✦ To decrease speeding-related fatalities 3 percent from the 2014 calendar year of 115 to 112 by December 31, 2017.

Projects Strategies

Project Title: Law Enforcement Liaison

Project Number: 17-03-03

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

Budget: \$140,000.00

Law Enforcement Liaison

Project Number	Agency	Amount	Source
17-03-03	PRTSC	\$140,000.00	402PT
Total		\$140,000.00	

Project Title: Speed and Aggressive Driving Media Survey

Project Number: 17-03-00

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

Budget: \$8,000.00

Speed and Aggressive Driving Media Survey

Project Number	Agency	Amount	Source
17-03-00	PRTSC	\$8,000.00	402PT
Total		\$8,000.00	

Project Title: Speed Enforcement Equipment

Project Number: 17-03-XX

Description: PRTSC will provide funds for equipment to enhance speeding enforcement efforts. Currently the radar equipment for Municipal and State Police has more than six years, and few are in good condition. We have several Municipal Police and State Police that have no radar and cannot intervene with drivers who drive over the speed limit. Police Traffic Bureau has approximately 100 vehicles and motorcycles, to which radars acquired under this project will be assigned. Municipal Police Forces have approximately 4 to 6 vehicles per municipality; equipment will be approved according to their particular needs, and their crashes and fatalities data. This equipment is acquired approximately every five years, for this reason budget for this project on FY2017 is higher than budget for Mobilizations. The cost per equipment (Stalker DSR Enhanced Counting Unit, 1.5 PCB & Stalker II Moving Radar) is between \$ 2,400.00 - \$ 3,800.00. This is acquired once, approximately every five years. This makes the budget for this fiscal year on this project higher than mobilization budget. Radars and related equipment and maintenance for Municipal and State Police will be funded based on Countermeasures that Work 2013 Chapter 3. Aggressive Driving & Speeding,

Section 2.3 Other Enforcement Methods-Technology and Uniform Guidelines, Guideline # 15, Chapter III. Traffic Law Enforcement.

Budget: \$550,000.00

Speed Enforcement Equipment

Project Number	Agency	Amount	Source
17-03-01	PR Police Department	\$300,000.00	402PT
17-03-XX	Municipal Police	\$250,000.00	402 Share to local
Total			\$550,000.00

Project Title: Speed Enforcement Mobilization

Project Number: 17-03-XX

Description: During February 2017, PRTSC will grant funds for overtime hours to State and Municipal Police for the Speed Enforcement Mobilization, 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 high risk. While enforcement in high crash areas is encouraged, routine day-to-day enforcement is also needed to increase the public’s perception on the risks of apprehension.

During this mobilization HVE and preventive patrol will be increased in order to issue citations for speeding. Police funds will be granted through mini-grants for effectiveness. In FY 16, funds were provided to 18 municipal police and state police to conduct special enforcement patrols targeting speeding. Funding is provided to the top performing agencies as measured by the number of citations written during FY 2016 with size of population impacted.

Budget: \$400,000.00

Speed Enforcement Mobilization

Project Number	Agency	Amount	Source
----------------	--------	--------	--------

17-03-19	State Police	\$200,000.00	402PT
17-03-15	Municipal Police Aguadilla	\$10,000.00	402 Share to local
17-03-80	Municipal Police Arecibo	\$12,000.00	402 Share to local
17-03-74	Municipal Police Barceloneta	\$16,000.00	402 Share to local
17-03-09	Municipal Police Bayamón	\$16,000.00	402 Share to local
17-03-88	Municipal Police Camuy	\$5,000.00	402 Share to local
17-03-22	Municipal Police Carolina	\$20,000.00	402 Share to local
17-03-08	Municipal Police Cidra	\$6,000.00	402 Share to local
17-03-10	Municipal Police Caguas	\$15,000.00	402 Share to local
17-03-83	Municipal Police Guánica	\$6,000.00	402 Share to local
17-03-95	Municipal Police Guayama	\$8,000.00	402 Share to local
17-03-05	Municipal Police Guaynabo	\$21,000.00	402 Share to local
17-03-48	Municipal Police Hatillo	\$8,000.00	402 Share to local
17-03-67	Municipal Police Florida	\$6,000.00	402 Share to local
17-03-55	Municipal Police Manatí	\$6,000.00	402 Share to local
17-03-66	Municipal Police Naranjito	\$8,000.00	402 Share to local

17-03-60	Municipal Police Ponce	\$8,000.00	402 Share to local
17-03-42	Municipal Police San German	\$8,000.00	402 Share to local
17-03-57	Municipal Police San Lorenzo	\$6,000.00	402 Share to local
17-03-04	Municipal Police San Juan	\$21,000.00	402 Share to local
17-03-69	Municipal Police Toa Alta	\$8,000.00	402 Share to local
17-03-40	Municipal Police Yauco	\$6,000.00	402 Share to local
17-03-91	Municipal Police Guayanilla	\$6,000.00	402 Share to local
17-03-12	Municipal Police Isabela	\$6,000.00	402 Share to local
17-03-17	Municipal Police Vega Baja	\$6,000.00	402 Share to local
17-03-61	Municipal Police Utuado	\$6,000.00	402 Share to local
17-03-90	Municipal Police Santa Isabel	\$6,000.00	402 Share to local
Total		\$550,000.00	

Project Title: Equipment for Trainers

Project Number: 17-03-02

Description: PRTSC will provide funds to the Puerto Rico Police for the acquisition of new equipment to be used by trainers of the Highway Patrol Bureau to provide trainings to agents who participate of alcohol mobilizations. Allocated funds will be used for the purchase of laptops, projectors and projection screens. This strategy is based on Highway Safety Program Guideline No. 8 Impaired Driving, II. Deterrence, C. Enforcement: “Provide adequate equipment and facilities.”

Budget: \$7,000.00

Equipment for Trainers

Project Number	Agency	Amount	Source
17-03-02	PR Police Department	\$7,000.00	402 PT
Total		\$7,000.00	

Project Title: Police Coordinator

Project Number: 17-03-21

Description: PRTSC will provide funds to the Puerto Rico Police (PPR) to hire a civilian possessing the appropriate knowledge and skills in management to exercise the role of Coordinator. This person will act as a liaison and work all federal projects between the PPR and the PRTSC. Some of the tasks to be performed will include preparing funds petitions with all supporting documents, quarterly reports and proposals. This strategy is based on Highway Safety Program Guideline No. 15 Police Traffic Services, II. Resource Management: “State should encourage law enforcement agencies to develop and maintain a comprehensive resource management plan.”

Budget: \$52,000.00

Police Coordinator

Project Number	Agency	Amount	Source
17-03-21	PR Police Department	\$52,000.00	402 PT
Total		\$52,000.00	

PLANNING AND ADMINISTRATION

Program Overview

The Puerto Rico Traffic Safety Commission (PRTSC), in order to operate and fulfill its obligations, needs The Planning and Administration (P&A) program area to guide the activities and necessary costs for the overall management and operations of the PRTSC.

P&A program area is responsible for the development and implementation of the annual Highway Safety Plan (HSP) and Annual Performance Report (APR); which require the evaluation of traffic safety problems and trends within the island. Also, supports all PRTSC areas by facilitating technical, financial and fiscal operations. This area supports the Planning and Operations Area which is responsible of identifying traffic safety problems, and prioritizes and develops strategies and solutions addressing those problems based on NHTSA's guidelines and countermeasures. In addition, P&A and Planner assign funds to internal and external projects.

Internal Control actions have been taken in order to seek and maintain the operations course, through constant monitoring, compliance and expenditures review at state and sub-grantee levels, and evaluating the progress of past evaluations with current results. Internal control is designed and implemented by the Administrative Area of the PRTSC to assure compliance of internal and external programs; also operating and reporting objectives.

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

Performance Goals

Implement and maintain policies and procedures through internal control that provide an effective and efficient financial operation, and program evaluation of the Highway Safety Program and projects.

Legislative Goals

Provide full support to all legislative amendments that will improve traffic safety. Strict attention will be provided to increase penalties to unauthorized and/or suspended licensed drivers; increase penalties for second time offenders distracted drivers and increase penalties for unrestrained vehicle occupants, promote the reduction of legal BAC to .05% and increase penalties for cell phone use while driving.

Projects Strategies

Project Title: Evaluate HSP Tasks

Project Number: 17-04-XX

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

Budget: \$230,000.00

Evaluate HSP Tasks

Project Number	Agency	Amount	Source
17-04-02	PRTSC	\$110,000.00	402PA
17-04-07 & 12	PRTSC	\$120,000.00	154PA
Total		\$230,000.00	

Project Title: Administer Program

Project Number: 17-04-03

Description: A 54% of project will be destined to Program Manager, travel for local and stateside activities, and other administrative expenses will be funded. In order to provide support to the general administration of the highway safety program, allowable limits of federal funds will be used for rent and purchase of equipment, office materials, consulting needs and single audits. Included are other costs associated with the accounting of expenses and funds, budget consultants, IT consultant services to maintain computerized system and maintenance, insurance, office supplies necessary for program’s administration, and other costs regarding administration.

Budget: \$170,000.00

Administer Program

Project Number	Agency	Amount	Source
17-04-03	PRTSC	\$170,000.00	402PA
Total		\$170,000.00	

Project Title: Federal Program Manager

Project Number: 17-04-XX

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

Budget: \$70,000.00

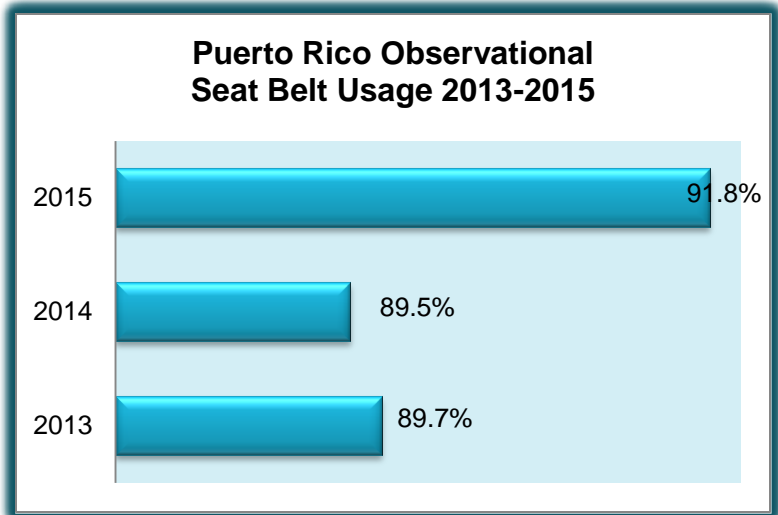
Federal Program Manager

Project Number	Agency	Amount	Source
17-04-13	PRTSC	\$70,000.00	402PA/164PA
Total		\$70,000.00	

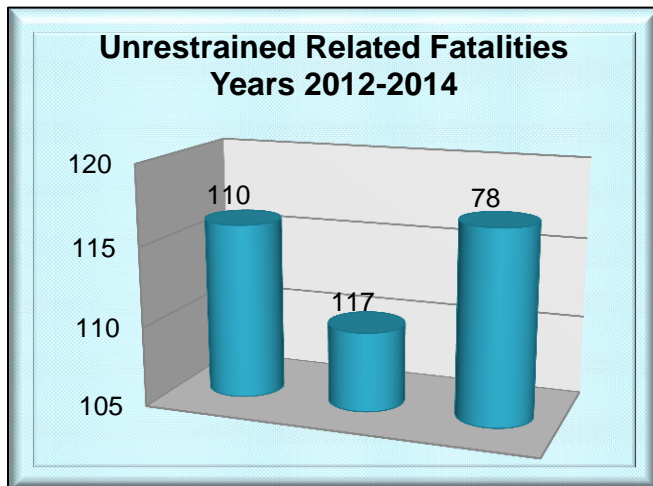
OCCUPANT PROTECTION

Program Overview

Puerto Rico was the first jurisdiction to pass a mandatory safety belt usage law and the first in having a primary law that covers all seating positions. Increasing seat belt use is the simplest way to reduce risk of serious injuries and fatalities in the event of a motor vehicle crash. However, failure to buckle up remains a major contributing factor in fatal crashes in Puerto Rico. The observed seat belt use rate reported in 2015 was 91.8%; this reflects an increase in seatbelt use during 2015. Child restraint use remains high, with a 94.7% during 2013.



Data for the 2012-2014 period shows a total of 305 unrestrained fatalities. Fatalities by gender during this three-year period show that 70% of these were male and 30% were female. Therefore, males are overrepresented in unrestrained occupant fatalities. As in other priority areas, most of the unrestrained fatalities were young adults among the 16-24 years old age group, followed by the 25-34 years age group.



Unrestrained fatalities occurred mostly at night time, between the hours of 10:00 pm - 5:59 am. When analyzing fatalities by month during the 2012-2014 period, it reflects that the month with most unrestrained fatalities was September with a total of 33.

When analyzing unrestrained fatalities by day of the week during the 2012-2014 period, it shows that days with most fatalities were Friday, Saturday and Sunday. Of total 305 unrestrained

fatalities, 62% were on these days. According to vehicle seating position fatality data, front seat passengers accounted for the great majority of passenger fatalities.

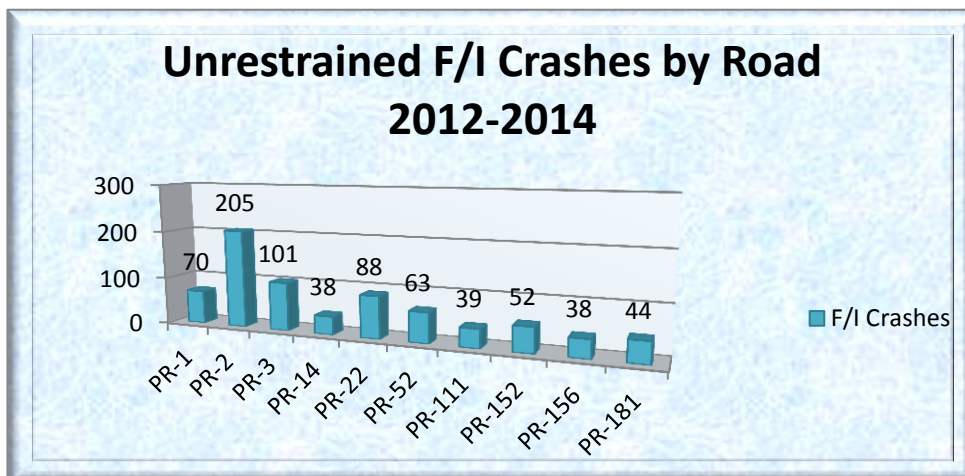
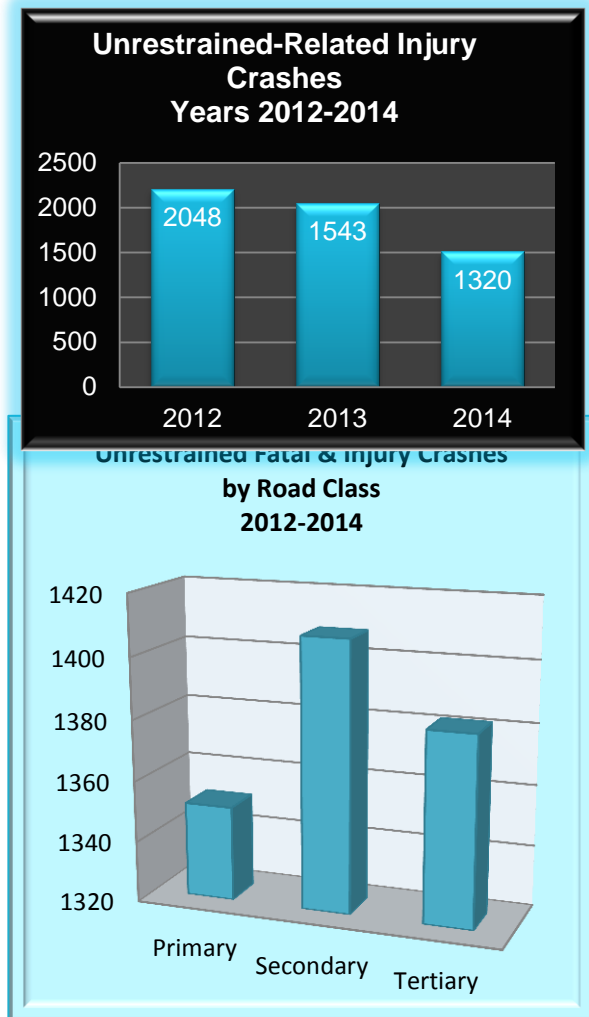
Studies have proven that the correct use of child safety seats is extremely effective in reducing the risk of death in children. However, nearly 73% of these are not installed or used correctly.

Analyses of unrestrained fatal and injury crashes illustrates the following:

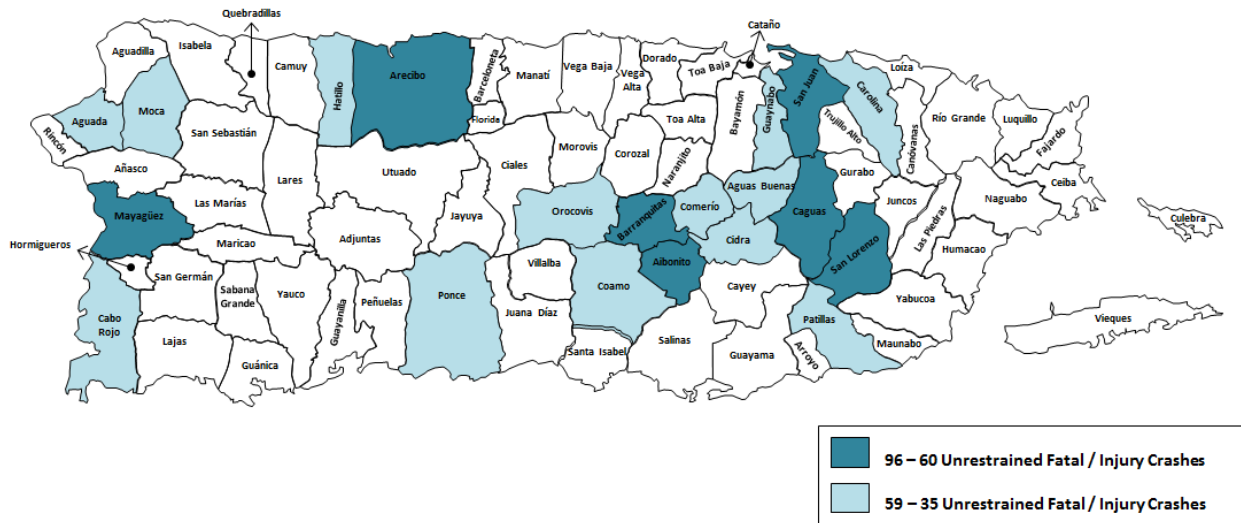
- ✦ A 26% of fatal and injury crashes occurred on primary roads.
- ✦ A 27% of crashes occurred on secondary roads.
- ✦ A 26% of crashes occurred on tertiary roads.

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

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



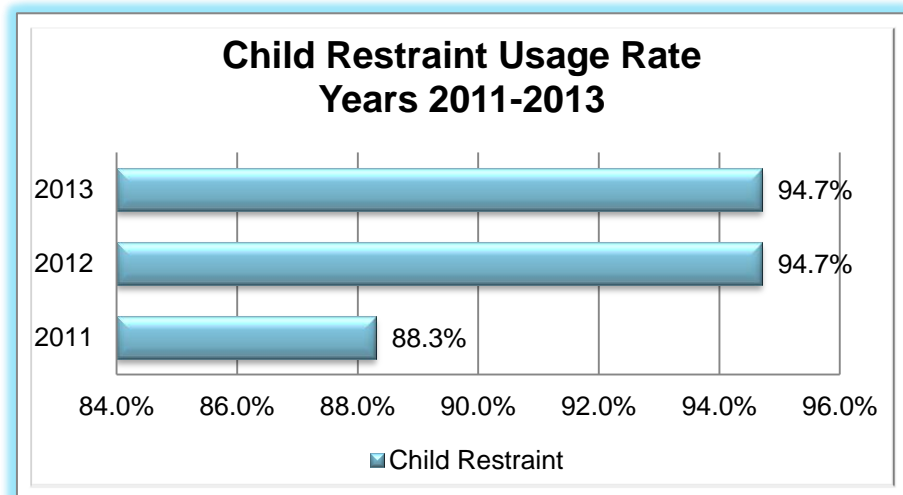
Unrestrained Fatal / Injury Crashes Hotspots



A total of twenty municipalities reported 20% of total unrestrained fatal and injury crashes. These municipalities are identified in map above.

- Caguas reported the most crashes with a total of 96.
- Municipalities of Arecibo and Aibonito, both reported 77 crashes each.
- Reporting third most crashes is the municipality of San Juan with a total of 77.

During 2012, child restraint usage has reached 94.7% in Puerto Rico, these seats, when used properly, can reduce fatal injury to infants (less than 1 year old) by 71 % and toddlers (1-4 years old) by 54 % in the event of a traffic crash. PRTSC has established



permanent fitting stations in Fire Stations, with certified firemen as Child Passenger Safety Technicians (CPST). As a result of daily inspections and checkpoints carried out last year, it was found that 3 out of 4 safety seats are installed incorrectly or the child is

not using the proper seat due weight and height requirements. Based on this data, the PRTSC has established that the increase of use of child restraint seats and its correct use are a priority that must be addressed during FY 2017.

During the days from 2 to 4 March 2016, the CST attended the Seat Belt Summit held in Connecticut. During this Summit they were discussed and examples taken in order to increase the percentage of seat belt use. Among the strategies that Puerto Rico will be presenting for the fiscal year 2017 are:

- Establishing a Multidisciplinary Taskforce
- Strengthen the Seat Belt Campaign
- Evaluate data for each mobilization quarterly
- State Police reviews data weekly to determine enforcement areas
- Increase the participation of the municipal police in the national seat belt mobilization

Performance Goal

- 🎯 To decrease unrestrained passenger vehicle fatalities in all seating position by 3 percent from the 2014 calendar year of 78 to 76 by December 31, 2017.
- 🎯 To decrease unrestrained passenger vehicle occupant injury crashes, all seat position by 9 percent from the 2014 calendar year of 1,320 to 1, 200 by December 31, 2017.
- 🎯 Increase safety belt use from 91.8% in 2015 to 92% in 2017.
- 🎯 Increase child restraint use from 94.7% in 2013 to 95% in 2017.
- 🎯 Increase fitting stations through the establishment of five (5) more stations, from 65 in 2016 to 70 in 2017.
- 🎯 To certify 20 more technicians, from 111 certified technicians in 2016 to 131 in 2017.
- 🎯 To participate in the 2016 National Click it or Ticket (CIOT) Mobilization and an additional Seat Belt Mobilization in October 2016.

Projects Strategies

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

effect, and assist in the effectiveness of enforcement efforts. These will be carried out during October 2016 and May 2017.

The Click It or Ticket (CIOT) National Campaign will be held from May 22 to June 4, 2017. PRTSC, as in previous years, will grant funds for overtime hours to State Police and Municipal Police Forces, and will be supported by a media campaign (see Media module). This mobilization will be island wide, during day and night time hours; as statistics show that unrestrained fatalities occurred during these periods. The other mobilization will be held from October 10- 16, 2016, during day and night time hours also. During these mobilizations, HVE and preventive patrol will be increased in order to issue tickets for non-use of seat belt and car seat, with the purpose of creating awareness among all citizens on how these save lives and their use is required by law. As an effective measure, Police funds will be granted through mini-grants.

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

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

Project Title: Occupant Restraint Coordinator

Project Number: 17-05-03

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

Budget: \$45,000.00

Occupant Restraint Coordinator

Project Number	Agency	Amount	Source
17-05-03	PRTSC	\$45,000.00	402OP

Total	\$45,000.00
--------------	--------------------

Project Title: CPST Training

Project Number: 17-05-27

Description: Activities under this project include training of additional CPST’s and funding for training equipment, training materials, travel, per diem, lodging, and other related costs. CPST’s participate in publicized inspection checkpoints and provide supplies and equipment to conduct the checkpoints. Purchase of child restraint seats for checkpoints, fitting stations and community programs will be funded 5% with 405b funds, to be distributed through PRTSC’s loaning programs. This strategy is based on Countermeasures that Work 2013, Chapter 2, Seat Belt and Child Restraint, Section 7.2 Page 2-34 Child Restraint Distribution Programs.

Budget: \$53,000.00

CPST Training

Project Number	Agency	Amount	Source
17-05-27	PRTSC	\$53,000.00	405b
Total		\$53,000.00	

Project Title: Occupant Protection Observational Survey

Project Number: 17-05-29

Description: A consultant will be contracted to conduct the observational surveys for the enforcement crackdowns. Knowledge and attitude surveys will be conducted to measure the effectiveness of campaigns, especially paid media, and help plan future campaigns. This strategy is based on Countermeasures that Work 2015, Chapter 2, Seat Belt and Child Restraint Section 3.1, Communications and Outreach Supporting Enforcement.

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

Budget: \$56,000.00

Occupant Protection Observational Survey

Project Number	Agency	Amount	Source
17-05-29	PRTSC	\$56,000.00	405b
Total		\$56,000.00	

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

Project Number: 17-05-39

Description: As part of the strategies to increase the proper use of child restraint systems, the PRTSC will fund projects to provide child safety seat inspections and child passenger safety education in conjunction with the Puerto Rico Fire Department through the operations of fitting stations or community outreach activities. Funding source will pay for purchase of child restraint seats, equipment rental for inspections and/or clinics, materials and maintenance for the vehicles needed to carry equipment (seats) for clinics or distribution. This strategy is based on Countermeasures that Work 2013, Chapter 2, Seat Belt and Child Restraint Section 7.3, Page 2-35 Inspection Stations and Section 7.2 Page 2-34 Child Restraint Distribution Programs.

Budget: \$19,000.00

PR Fire Department

Project Number	Agency	Amount	Source
17-05-39	PR Fire Department	\$19,000.00	405b
Total			

Project Title: Seat Belt Enforcement – Mobilization Overtime

Project Number: 17-05-XX

Description: The Click It or Ticket campaign will be conducted from May 22 @ June 4, 2017 and Seat Belt Enforcement Mobilization from October 10-16, 2016 to increase seat belt use and educate the public on the impact belt use has had on reducing injuries and fatalities in motor vehicle crashes. 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. Funding is provided to top performing agencies as measured by the number of citations written during FY 2016 with size of population impacted.

This strategy is based on Countermeasures that Work 2013, Chapter 2, Seat Belt and Child Restraint, Sections 2, 2.1 Page 17-21 Short-Term, High-Visibility Belt Law Enforcement, 2.2 Combined Enforcement, Nighttime and 5.1 Page 2-29-30 Short-Term High- Visibility Child Restraint/Booster Law Enforcement, PTSC typically includes child restraint and booster seat use and enforcement as a part of their *Click it or Ticket* campaign.

Budget: \$610,000.00

Seat Belt Enforcement – Mobilization Overtime

Project Number	Agency	Amount	Source
17-05-50	State Police	\$400,000.00	405b
17-05-14	Municipal Police Aguadilla	\$9,000.00	405b
17-05-57	Municipal Police Arecibo	\$10,000.00	405b
17-05-52	Municipal Police Barceloneta	\$10,000.00	405b
17-05-18	Municipal Police Bayamón	\$8,000.00	405b
17-05-61	Municipal Police Camuy	\$5,000.00	405b
17-05-58	Municipal Police Carolina	\$15,000.00	405b
17-05-63	Municipal Police Cidra	\$4,000.00	405b
17-05-54	Municipal Police Caguas	\$12,000.00	405b
17-05-49	Municipal Police Guánica	\$4,000.00	405b
17-05-51	Municipal Police Guayama	\$6,000.00	405b
17-05-09	Municipal Police Guaynabo	\$25,000.00	405b
17-05-53	Municipal Police Hatillo	\$7,000.00	405b
17-05-67	Municipal Police Florida	\$5,000.00	405b
17-05-11	Municipal Police Manatí	\$5,000.00	405b
17-05-55	Municipal Police Naranjito	\$6,000.00	405b

17-05-15	Municipal Police Ponce	\$9,000.00	405b
17-05-45	Municipal Police San German	\$9,000.00	405b
17-05-65	Municipal Police San Lorenzo	\$6,000.00	405b
17-05-17	Municipal Police San Juan	\$22,000.00	405b
17-05-48	Municipal Police Toa Alta	\$10,000.00	405b
17-05-47	Municipal Police Yauco	\$8,000.00	405b
17-05-70	Municipal Police Guayanilla	\$5,000.00	405b
17-05-69	Municipal Police Isabela	\$8,000.00	405b
17-05-12	Municipal Police Vega Baja	\$8,000.00	405b
17-05-56	Municipal Police Utuado	\$5,000.00	405b
17-05-64	Municipal Police Santa Isabel	\$5,000.00	405b
Total		\$626,000.00	

COMMUNITY PROGRAMS

Program Overview

Puerto Rico is a small island, measuring 100 miles across by 35 miles wide; still, its diverse geographical and topographical areas, and population make it necessary for PRTSC to have representation of some sorts in every corner as an effort to address traffic crash fatalities and injuries.

PRTSC has been relying with the efforts of Community Traffic Safety Programs (CTSPs) since 1989. These programs complement PRTSC traffic safety efforts by pointing out and addressing their own traffic safety issues. Throughout all this time, CTSPs have played a critical role, acting as a direct link between PRTSC and their communities, local leaders, civic groups, non-profit organizations and local police forces.

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

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

Historically, PRTSC has established CTSP's in over thirty (30) municipalities throughout the island. During FY 2016, a total of eight (8) programs were approved: Naranjito, San Germán, Guayama, Ponce, Luquillo, Sabana Grande, Isabela and Barceloneta. The projection for FY 2017 is for the establishment of ten (10) programs directly serving 60 municipalities which altogether comprise 53% of island's population. Analyses made in the HSP 2015 Problem ID by type of fatalities: alcohol-related, gender, age group, month, day of week, time of day patterns, etc. can be applied to the CTSP's.

The following table lists projection of all CTSP's for FY2017 with their assigned municipalities, and data regarding their populations, fatalities and injury crashes.

REGIONAL COMMUNITY PROGRAM	MUNICIPALITIES TO BE SERVED	POPULATION (Census 2010)	TOTAL FATALITIES 2012-2014	PERCENTAGE	TOTAL INJURY CRASHES 2012-2014	PERCENTAGE
BARCELONETA	Arecibo, Barceloneta, Florida, Hatillo, Manatí, Utuado	253,151	75	7%	4,857	7%
LUQUILLO	Ceiba, Culebra, Fajardo, Luquillo, Rio Grande, Vieques	136,115	111	11%	2,167	3%
GUAYAMA	Arroyo, Cayey, Guayama, Maunabo, Patillas, Salinas, Yabucoa	213,577	72	7%	4,161	6%
NARANJITO	Bayamón, Corozal, Morovis, Naranjito, Vega Alta	348,221	89	9%	5,437	8%
SAN GERMAN	Añasco, Cabo Rojo, Hormigueros, Lajas, Las Marías, Mayagüez, San Germán	282,372	70	7%	4,698	7%
ISABELA	Aguada, Aguadilla, Camuy, Isabela, Moca, Quebradillas, Rincón	264,926	87	9%	6,670	10%
COMERIO	Aibonito, Aguas Buenas, Barranquitas, Cidra, Comerío, Orocovis	143,899	41	4%	3,271	5%
PONCE	Ponce, Juana Díaz, Coamo, Santa Isabel, Villalba	326,416	79	8%	6,354	9%
SABANA GRANDE	Guánica, Guayanilla, Maricao, Peñuelas, Sabana Grande, Yauco	138,874	38	4%	2,872	4%
VEGA BAJA	Dorado, Toa Baja, Vega Baja, Toa Alta, Ciales	280,284	62	6%	3,414	5%
TOTAL		1,968,677	686	68%	43,901	64%

These past two years, PRTSC has worked tirelessly to establish more CTSP's throughout the Island. Although we were successful in achieving the establishment of six new programs during FY 2016, we continue to strive to establish more; more so in the San Juan area. Being that the metropolitan area reports most fatal and injury traffic crashes it is logical to establish a CTSP in San Juan. However, PRTSC's efforts to help San Juan submit a good proposal have been unfruitful; even so, PRTSC personnel and nearby programs work together to cover this area.

PESET will provide traffic safety education and experiences as driver, pedestrian and cyclist, using the park’s replica of a typical Puerto Rican town and its roads, to children between the ages of 7-10 years. This will have the objective of promoting the importance of traffic safety and learning correct habits that will be applied through adulthood.

Also, the park will serve as a child safety seat fitting and distribution station as it counts with two certified safety seat technicians.

During FY 2016, Community Traffic Safety Programs and the Traffic Safety Education Park will continue their efforts to provide traffic safety education and materials to the communities they serve, and promote correct actions, skills and safety awareness in all matters related to traffic. Some of their primary focuses will be to:

Increase compliance of child restraint, and decrease its misuse:

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

Promote and educate on pedestrian behaviors:

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

Promote and educate older drivers:

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

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

- Community Programs will serve as elementary school pedestrian training programs that will equip school-age children with knowledge and practice to

enable them to walk safely in environments with traffic and other safety hazards. This is based on Countermeasures that Work 2015, Chapter 8. Pedestrians, section 2.1 Elementary-Age Children Pedestrian Training.

- Provide traffic law training to children outside of school settings such as through parks and recreation departments, community centers or churches. This is based on Countermeasures that Work 2015, Chapter 9. Bicycles, section 1.3 Bicycle Safety Education for Children.

Among priorities identified by PRTSC are:

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

Visitors	FY 2013	FY 2014	FY 2015
Children	2,682	4,927	4,131
Adults	1,290	1,421	1,314
Safety Seat Inspections	--	--	57
Total	3,972	6,348	5,445

Performance Goals

- To decrease traffic fatalities by 4.5 percent from the 2014 calendar year of 304 to 291 by December 31, 2017.
- To decrease serious traffic injuries 11 percent from the 2014 calendar year of 4,040 to 3,600 by December 31, 2017.
- Reduce the number of fatalities at the municipal level, especially in high incidence Municipalities.
- Increase the total number of people impacted by CTSP’S’s from 46,084 in 2015 to 65,000 in 2017.
- Increase the number of visitors to the PESET Park from 5,445 in 2015 to 6,000 in 2017.

Projects Strategies

Project Title: Community Traffic Safety Programs

Project Number: 17-06-XX

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

These programs provide education through orientations for occupant protection (seatbelt, child restrained, and distracted driving) and non-occupant (pedestrians, cyclists and horse riders). Also, youth alcohol consumption, alcohol- related, drunk driving and motorcycle safety, are areas of discussion during orientations. These workshops and educational conferences are targeted at children, teenagers, adults and seniors.

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

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

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

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

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

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

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

Budget: \$738,000.00

Community Programs

Project Number	Agency	Amount	Source
17-06-04	Municipality of Luquillo	\$54,000.00	402 Share to local
17-06-11	Municipality of Guayama	\$90,000.00	402 Share to local
17-06-17	Municipality of Vega Baja	\$55,000.00	402 Share to local
17-06-28	Municipality of San Germán	\$117,000.00	402 Share to local
17-06-14	Municipality of Ponce	\$90,000.00	402 Share to local
17-06-15	Municipality of Barceloneta	\$79,000.00	402 Share to local
17-06-29	Municipality of Naranjito	\$56,000.00	402 Share to local
17-06-21	Municipality of Isabela	\$46,000.00	402 Share to local
17-06-24	Municipality of Comerío	\$55,000.00	402 Share to local
17-06-22	Municipality of Sabana Grande	\$96,000.00	402 Share to local
Total		\$738,000.00	

Project Title: Traffic Safety Education Park (PESET)

Project Number: 17-06-51

Description: In order to keep educating and forming young children in traffic safety issues, the Traffic Safety Education Park (PESET) in Arecibo provides classroom education and experience as a driver, pedestrian and cyclist to 7 to 10 year old boys and girls on a replica of a typical Puerto Rican town and its roads. Providing and promoting correct actions based on education, allows children to have skills and safety awareness on all matters related to traffic. Reservations to attend the park are made by school teachers and camp counselors around the island. As part of the strategies to

increase the proper use of child restraint systems, the PRTSC will also fund PESET as a permanent fitting station. Personnel costs for a director, educators/child seat inspector and administrative staff, materials, office supplies, equipment, local travel, and per diem will be funded. This strategy is based on Countermeasures that Work 2013, Chapter 8 Pedestrians Section 2–2.1 Elementary-age Child Pedestrian Training pages 8-13, 8-14 and 8-15, Chapter 9 Section 3–3.2 promote bicycle helmet use with education pages 9-24 and 9-25., and Chapter 2, Seat Belt and Child Restraint Section 7.3, page 2-35 Inspection Stations.

Budget: \$305,000.00

Traffic Safety Education Park (PESET)

Project Number	Agency	Amount	Source
17-06-50	PRTSC	\$305,000.00	402CP
Total		\$305,000.00	

Project Title: Puerto Rico Trauma Center Reduction of Crashes Educational Program

Project Number: 17-06-XX

Description: Project proposes to offer traffic crashes prevention seminars carried out by health professionals with more than twenty years of experience in trauma medicine. These seminars will be offered to young people between the ages of 15-24 years old and will include the use of an explicit, two hour long audiovisual presentation on traffic crashes and their consequences. This presentation was created by the Director of the Puerto Rico Trauma Center and will be part of a multidisciplinary approach that will create a long term impact on this target audience, while contributing to the reduction of traffic crashes. Project costs include: salaries, educational supplies, equipment purchase, local travel, vehicle maintenance, contractual services, among others. Strategies are based on: Uniform Guidelines for State Highway Safety Programs: Guideline No.14 – Pedestrian & Bicycle Safety: Multidisciplinary Involvement - Health and Medicine; Guideline No. 19 – Speed Control: Public Information and Education – Motivates the public to support speed control by pointing out the public health issues of injury, death, and medical and other economic costs of speed related crashes; Guideline No. 20 – Occupant Protection: Health/Medical Program; and from Countermeasures that Work 2013 Chapter 1. Alcohol Impaired and Drugged Driving, Page 1-59, Section 6.5 Youth Programs.

Budget: \$140,000.00

Puerto Rico Trauma Center Reduction of Crashes Education Program

Project Number	Agency	Amount	Source
17-06-XX	Puerto Rico Medical Services Administration	\$100,000.00	402CP
Total		\$100,000.00	

Project Title: Community Programs Coordinator

Project Number: 17-06-XX

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

Budget: \$25,900.00

Community Programs Coordinator

Project Number	Agency	Amount	Source
17-06-XX	PRTSC	\$25,900.00	402CP
Total		\$25,900.00	

TRAFFIC RECORDS

Program Overview

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

Traffic Records Coordinating Committee Members:

State agencies:

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

Federal agencies:

- Federal Highway Administration
- Federal Motor Carrier Safety Administration

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

Electronic data of motor vehicle crashes is a top priority for improving the Commonwealth's Traffic Record Systems. As recommended during the 2012 Traffic Records Assessment, the Puerto Rico's Traffic Records Coordinating Committee is

developing efforts towards seeking improvements in implementing an electronic crash report.

During 2016, will be conduct Puerto Rico Traffic Records Assessment Process to evaluate a traffic records system includes the collection, management, and analysis of data within six core State data systems: crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance, as well as data integration, strategic planning, and State traffic records coordinating committee management.

Among other recommendations during the 2012 Assessment, the Committee members have adopted the following:

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

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

Traffic Records Program has adopted SHSP goals as its Plan. However, in order to be specific, as HSP requires, goals have been presented more detailed than SHSP, but essentially are the same.

Strategies

- To fund activities such as contracting seven employees for traffic crashes data entry that will improve all crashes data availability from 775 days to 400 days by the end of 2017.
- To conduct an evaluation of the Police Accident Report (PPR-93) to ensure compliance with the Model Minimum Uniform Crash Criteria Guideline (MMUCC) and the inclusion of commercial motor vehicle data fields.

- To provide training for law enforcement and traffic safety agencies on complete and accurate traffic data collection and CARE database during 2017.
- To provide stakeholders (TRCC members) with direct access to traffic records data, like CARE Web and CARE Desktop Version by the end of 2017 and promote drunk drivers and repeat offenders data availability.
- To enhance the analytical capacity of the database of the Analysis Accident Office to include a geo-location tool for crashes, codes of segments and allow scanning documents (PPR-93, property damages documents) by the end of FY2017.
- To improve traffic records data collection to increase MIRE fields, of 26 in 2014 to 36 in 2017.
- To promote the integration (and warehousing) of traffic records to have 20% integration between two traffic records systems by the end of 2017; DAVID+ and SIJC database.

Performance Goals

- To collect digital data from the Police Accident Report (PAR) by the end of the calendar year, from 0% in 2015 to 25% in 2017.
- To increase Project CARE access, from 150 users in 2015 to 160 in 2017.
- To reduce the time between crash and data availability in the Accidents Analysis Office (DOT), from 416 days in 2015 to 365 in 2017.
- To improve traffic records data collection to increase MIRE fields from the 28 fields in 2015 to 30 in 2017.

Projects Strategies

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

Project Title: Traffic Records Coordinator

Project Number: 17-07-01

Description: TR Coordinator will continue representing the interests of PRTSC, agencies and stakeholders within the highway and traffic safety community. TR Coordinator will be responsible for reviewing and evaluating new technologies to keep the highway safety data and traffic records system up to date. Aligned with this objective and in order to fully develop traffic data gathering and sharing to its full potential, the Coordinator will track all the changes and issues related to ongoing projects, such as: preparation, development and implementation of the strategic plan,

project management and TRCC meetings. Funds will cover Coordinator’s salary, fringe benefits, equipment and meeting minutes, supplies, and other related costs. Main objective of TR Coordinator will be to assure that the TRCC Projects will implement field data collection in timeliness, accurate, complete, uniform, integrated and accessible way. Strategy is based on NHTSA’s Uniform Guidelines, Guideline #10 – Traffic Records, Chapter IV-Managing Traffic Records.

Budget: \$49,111.00

Traffic Records Coordinator

Project Number	Agency	Amount	Source
17-07-01	PRTSC	\$49,110.00	405c
Total		\$49,110.00	

Project Title: Analysis and Compilation of Traffic Crashes 2017

Project Number: 17-07-10

Description: Funds will be provided to contract 15 employees to work in the Accident Analyses Office of the Department of Transportation to Public Works. The employees will be working in the following areas: debugging, zoning, coding, and data entry. Data entry will be performed using the current procedure and cases for year 2016 will be entered. An input case per year is estimated at 205,000 (injuries, fatalities and damage property). The data entered into the system will be delivered to Dr. Hector M. Colón, Project Manager, and Implementation of CARE Crash Data System to PR that in turn is sent to Alabama and become part of the CARE tool for analysis purposes.

Budget: \$380,970.00

Analysis and Compilation of Traffic Crashes 2015

Project Number	Agency	Amount	Source
17-07-10	DTOP	\$380,970.00	405c
Total		\$380,970.00	

Project Title: Implementation of CARE System to Puerto Rico Crash Data 4

Project Number: 17-07-13

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

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

This goal will be accomplished through the following seven specific objectives: 1) 95% of 2015 crash data, 40% of 2016 crash data, and 95% of 2015 FARS data will be uploaded into the CARE databases by September 30, 2017; 2) 95% of 2015 road injury ambulance transportation events, 90% of road injury insurance claims, and 95% of municipal census data will have been match-tested to the crash events by September 30, 2017; 3) Geoplotting of crashes will be made available in the CARE portal and at least 30% of all 2012-2014 crashes and 50% of 2015 will be mapable through the CARE tool by September 30, 2017; Hotspot analysis will be made available to at least 40 users from municipal polices and at least 20 users will have been trained in hotspot analysis by September 30, 2017; 5) 60 additional users will be provided access to the CARE portal and at least 40 new users will be trained in the use of the CARE portal by September 30, 2017; 6) At least 30 request technical assistance in the use of CARE tool will be received and of these requests at least 28 will be addressed by September 30, 2017; 7) At least 50 requests of small portal modifications and problem issues will be received and of these 90% will be addressed in 14 days or less by September 30, 2017.

Budget: \$440,257.00

CARE System to Puerto Rico Crash Data 4

Project Number	Agency	Amount	Source
17-07-13	UPR-CIES	\$440,257.00	405c
Total		\$440,257.00	

Project Title: Fatality Analysis Reporting System (FARS)

Project Number: 17-07-14

Description: Funds will be provided to cover fringe benefits for the FARS Analyst. These funds will be used especially to cover salary, retirement, workers compensation,

and health insurance, funds by law. FARS Program provides all data on fatal motor vehicle traffic crashes that are gathered from the State’s own source documents and are coded on standard FARS forms. In addition, statistical reports have been performed from this data to be used by other agencies. The FARS Proposal received a funding reduction, which will be needed to cover the rest of expenses. The data entered into the system will be delivered to the Project Manager, and Implementation of CARE Crash Data System to PR that in turn is sent to Alabama and become part of the CARE tool for analysis purposes. Strategy is based on NHTSA’s Uniform Guidelines, Guideline #10 – Traffic Records, Chapter 1 (a).

Budget: \$2,140.00

Fatality Analysis Reporting System (FARS)

Project Number	Agency	Amount	Source
17-07-14	PRTSC	\$2,140.00	405c
Total		\$2,140.00	

NON-OCCUPANT PROTECTION

Program Overview – Pedestrian

During the period of 2012-2014, Puerto Rico reported a total of 294 pedestrian fatalities. These fatalities comprise 29% of total 1,014 traffic crash fatalities. This percentage significantly exceeds the national average of 14% (according to Traffic Safety Facts 2013 from NHTSA). Meanwhile, pedestrian injury crashes for the same three-year period reported a reduction of 15% or 259 less injured pedestrians.

Pedestrian Fatalities & Injury Crashes

Analyzing pedestrian fatalities profile characteristics for the three-year period of 2012-2014:

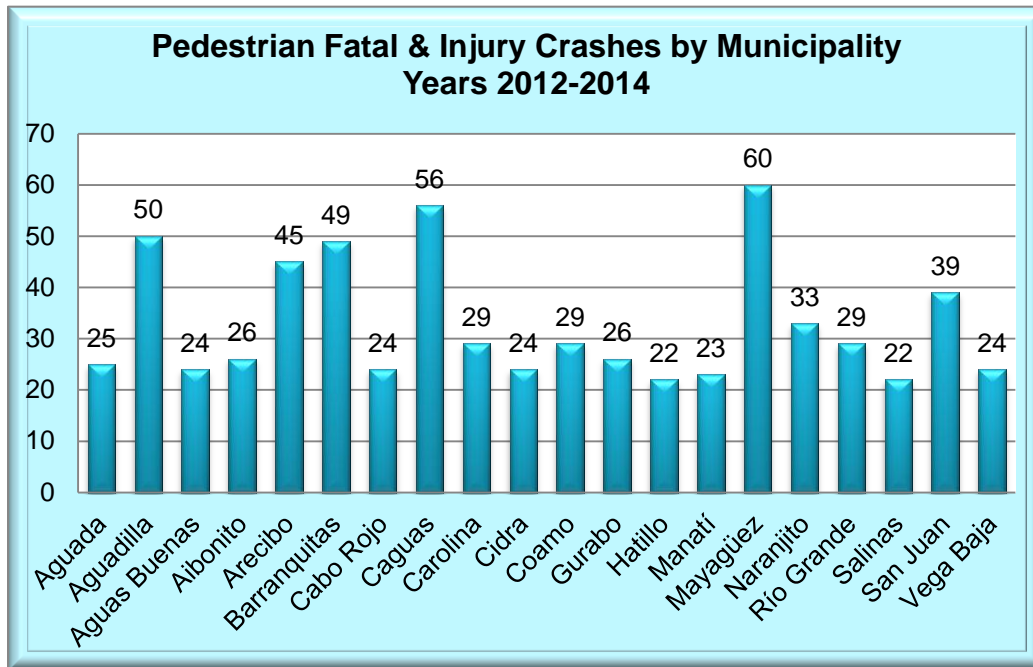
- PHOTO Most pedestrian fatalities are among age group 63+, this group accounted for 30% of total.
- PHOTO 80% of pedestrian fatalities were male and 20% were female.
- PHOTO Great majority of pedestrian fatalities occur between the hours of 6:00pm and 11:59pm, accounting for 52% of total.
- PHOTO Weekend days – Friday, Saturday and Sunday- account for most pedestrian fatalities, comprising a total of 54% of total.



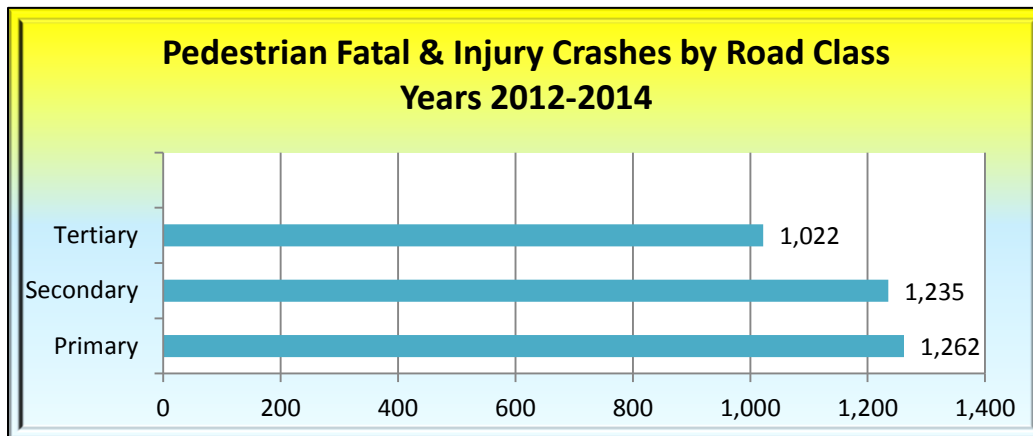
When analyzing pedestrian injury crashes profile characteristics for the three-year period 2012-2014, we found:

- PHOTO During 2013, there was a 29% reduction of pedestrian injury crashes when compared with 2012.
- PHOTO Most pedestrian injury crashes took place between the hours of 6:00pm and 11:59pm, accounting for 32% of total.
- PHOTO Most pedestrian injury crashes took place on weekdays, Monday through Thursday, respectively accounting for 55% of the total.





25% of pedestrians fatal and injury crashes occurred in Municipalities of Mayaguez, Caguas and Aguadilla, with Mayagüez reporting most with a total of 60, Caguas second most with 56 and Aguadilla reporting 50.

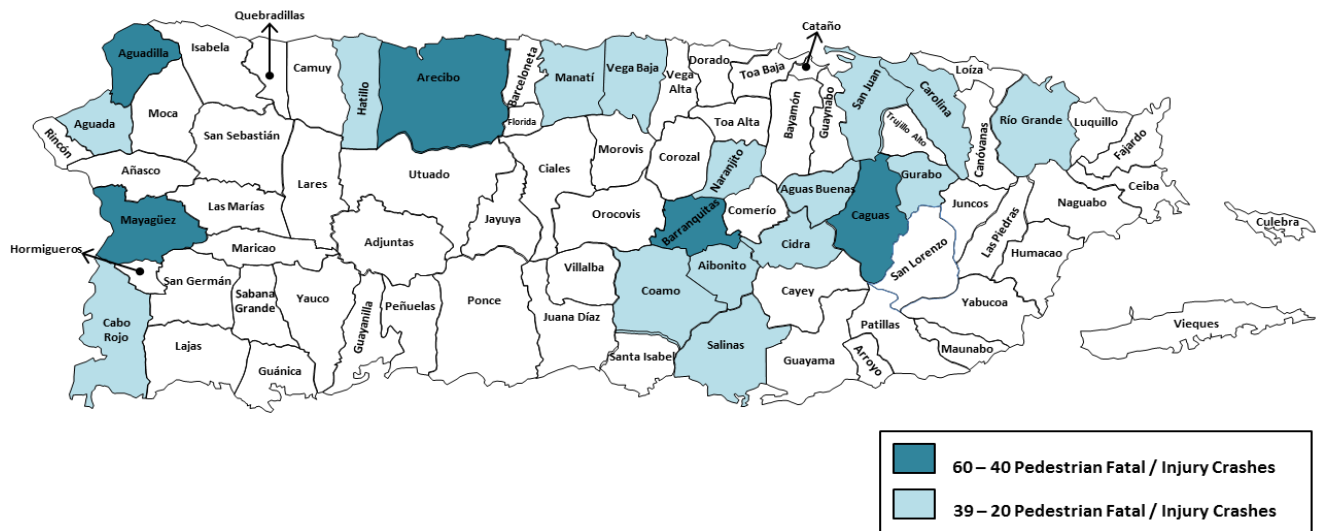


Analysis of data of pedestrian injury crashes for 2012-2014 by road classification illustrates:

- Most of these crashes occurring among roads classified as primary, with a total of 1,262.

- Secondary roads closely follow with a total of 1,235 crashes pedestrian fatal and injury crashes.
- Tertiary roads reported a total of 1,022.

Pedestrian Fatal / Injury Crashes Hotspots 2012-2014



Map above illustrates municipalities on which most pedestrian fatal and injury crashes are reported.

Program Overview - Bicyclists

When analyzing cyclist fatalities profile characteristics for the three year average, 2012-2014, we found:

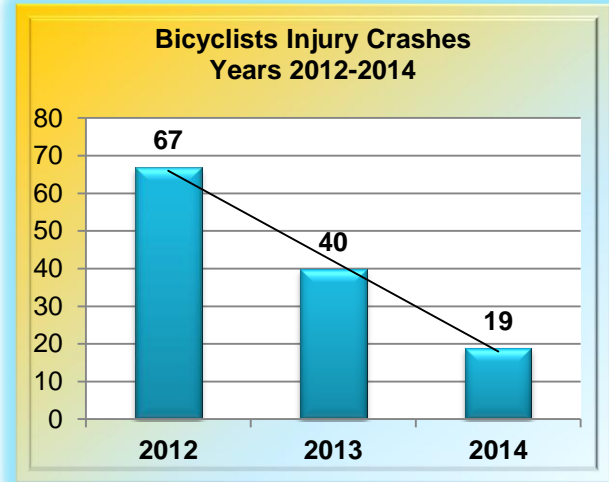
- 3% The 39 bicyclist deaths accounted for 4 percent of all traffic fatalities.
- 3% All bicyclists killed were men.
- 3% The highest risk age group was 50-62 years with 38%, followed by the 25-36 years age group with 28%.
- 3% 74% of cyclist fatalities occurred between Thursday and Sunday.
- 3% The highest total percent (51%) of bicyclist deaths occurred between the hours of 6:00pm and 11:59pm, followed by 12:00pm – 5:59pm, with 21%.



3.3.3 During 2013, there was a reduction of 5 bicyclist fatalities when compared with 2012.

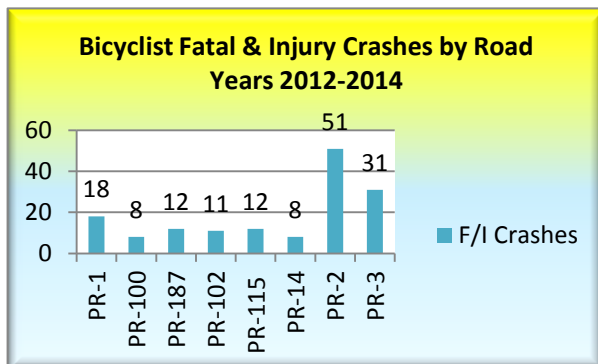
When analyzing bicyclist injury crashes profile characteristics for the three year period, 2012-2013, we found:

- 3.3.3.1** During 2012, more than half (53%) of total bicyclist injury crashes were reported.
- 3.3.3.2** Most bicyclist injury crashes took place between the hours of 12:00md and 5:59pm, with a total of 48 for a 38%.
- 3.3.3.3** Weekdays –Monday through Thursday- accounted for 41% of total bicyclist injury crashes.



Distribution of Non-Occupant Fatalities by Type and Year

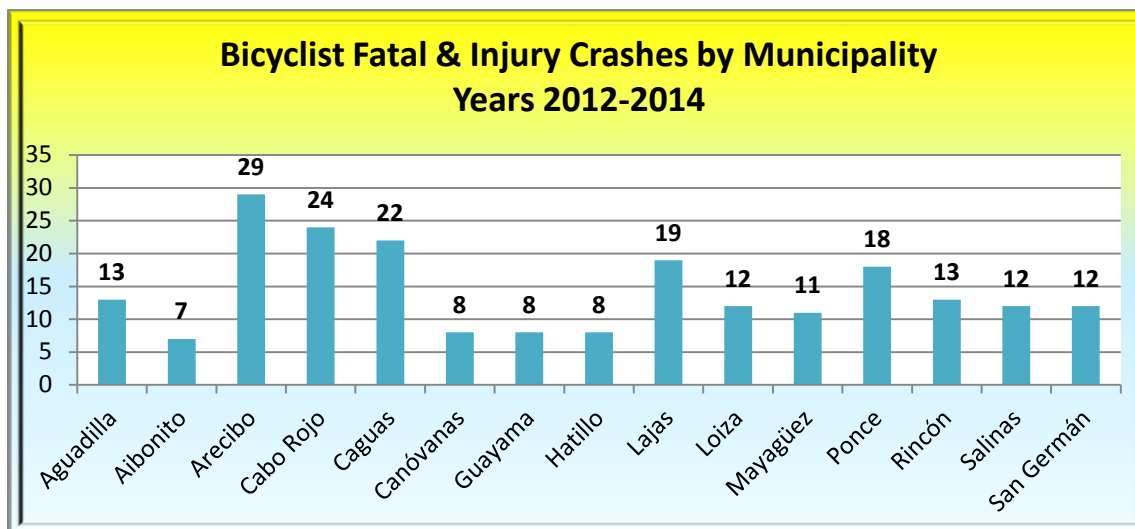
Year	Total Fatalities	Total Fatalities Non-Occupant		Non-Occupant by Category					
				Pedestrians		Bicyclist		Horse Rider	
		Fatal	Percent	Fatal	Percent	Fatal	Percent	Fatal	Percent
2012	366	128	35%	112	31%	16	4%	1	0%
2013	344	98	28%	87	25%	11	3%	2	1%
2014	304	107	35%	95	31%	12	4%	0	0%
Total	1,014	333	33%	294	29%	39	4%	3	0%



During 2012-2014, a total of 260 bicyclist fatal and injury crashes were reported, of which:

- 20% were reported on state road PR-2
- 12% were reported on state road PR-3

- 7% were reported on state road PR-1







Analysis of the total of 260 bicyclist fatal and injury crashes reported during 2012-2014 by municipality illustrates the following:

- Arecibo reported a total of 29 crashes, comprising 11% of total bicyclist crashes.
- Cabo Rojo reported second most crashes with a total of 24, comprising 9% of total.
- Caguas reported third most crashes with 22, comprising 8% of total.

Among priorities identified by PRTSC are:

- 3 Increase awareness and understanding of safety issues related to Vulnerable Road Users.
- 3 Encourage the implementation of the statewide pedestrian safety public education “Peatón Responsable” campaign.
- 3 Encourage the implementation of the statewide cyclists safety public education “En 3 pies cabe mucha vida” campaign.
- 3 Increase compliance with traffic laws and regulations related to pedestrians and bicyclists safety through Law 22, Vehicle and Traffic Law of Puerto Rico, Section 9-Duties of Pedestrians and Drivers and Section 11-Cyclist Bill of Rights and Duties of Driver.
- 3 Increase the awareness of driver and pedestrian traffic safety through specially tailored safe behavior programs.
- 3 Participate, coordinate, and support planning, creation and implementation of the Puerto Rico Strategic Traffic Safety Plan, including cyclist and pedestrian safety actions.

Performance goals

-  To reduce pedestrian fatalities 6 percent from the 2014 calendar year of 95 to 89 by December 31, 2017.
-  To reduce pedestrian injury crashes by 9 percent from the 2014 calendar year of 471 to 425 by December 31, 2017.
-  To reduce bicyclist fatalities 16 percent from the 2014 calendar year of 12 to 10 by December 31, 2017.
-  To reduce bicyclist injury crashes by 21 percent from 2014 calendar year of 19 to 15 by December 31, 2017.

Projects Strategies

Coordinator serves as an advocate while promoting bicycle and pedestrian projects, programs, and policies. Coordinates bikeway and pedestrian activities, and serves as primary contact in developing partnerships with various governmental and nongovernmental organizations, and other stakeholders. Review projects for compliance plans for non-motorized transportation. Reviews and recommends policies and programs. Prepares and distributes educational information and promotional activities to the public. Assist in the planning of designs related to bicycle and pedestrian facilities that requires bicycle and pedestrian information. Prepares and delivers reports and speeches to further objectives by keeping in contact with organizations as well as the general public. Utilizes principles of community development for walk able, livable and complete streets to assess and evaluate conditions and levels of bicycling and walking.

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

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

Support programs and campaigns that promote pedestrian and biking safety, participate in meetings, educational activities, and events focused in community outreach and awareness especially among adults and older people. Participation in cyclist events will be included in educational and awareness events to provide information of Cyclist Bill of Rights, proper gear and share the road. Pedestrian and

cyclist safety school zone topics will be addressed in educational activities, mainly in elementary school and preschools. The coordinator will work with the CP and PS programs. A 30% of salary, fringe benefits, local travel expenses, supplies, and equipment will be funded.

Budget: \$11,100.00

Non-Occupant Coordinator

Project Number	Agency	Amount	Source
17-08-01	PRTSC	\$11,100.00	402PS
Total		\$11,100.00	

TRAFFIC ENGINEERING

Program Overview

PRTSC directs its efforts to identify problem areas and put into practice programs to reduce fatalities, injuries and property damages caused by traffic crashes. The ability to identify these problems is a top priority to plan initiatives and generate coordinated actions between the PRTSC and in partnership with the Puerto Rico Highway and Transportation Authority (PRHTA) and Puerto Rico Department of Transportation and Public Works (PRDOT). For this purpose, and with the use of the 4 E's in Highway Safety Methodology (EMS, Enforcement, Education & Engineering), PRTSC establishes a Traffic Engineering Program.

PRTSC's Traffic Engineering Program deals with technical issues that are present in our road systems that jeopardize traffic safety elements. Included under this program is a Traffic Safety Inspector to manage program, analyze data and carry out field work, inspecting identified road safety hazards and ongoing safety projects subsidized with 154 and 164 HE funds through PRHTA and PRDOT. These funds are used for Safety Improvement Projects, Pavement Marking Equipment, Program Manager and Trainings.

According to 2010 Census, Puerto Rico has a total of 3.7 million habitants. Of these, 83% (2,100,076) have a state issued driver's license. Registered vehicles for FY2013 total 2,842,420.

Crash fatalities overview during the period of 2012-2014 data reported:

- 21% of total injury and fatal crashes in Puerto Rico involved a vehicle that ran-off-the road before the crash occurred.
- 14% of total injury and fatal crashes in Puerto Rico occurred in a Road Intersection
- 547 injury and fatal crashes reported vehicle as falling off a cliff
- 481 injury and fatal crashes identify roadway defects as a contributing circumstance
- The most frequent contributing circumstances related to all run-of-road crashes are *"Driver Lost Control"* & *"Exceeded Speed Limit"*.

Performance Goals

- Analyze and inspect multiple roads with reported safety issues around the island.
- Coordinate and promote Professional Highway Safety Education.
- Increase the number of site visits to refer problems to the DOT.
- Continue managing and monitoring new and ongoing projects.
- Promote the replacement and Up-Grade of Traffic Safety Control Devices in the road system.

Projects Strategies

The 154 & 164 HE funds of the Hazard Elimination Section will be used to implement projects that will improve Traffic Safety Measures on selected segment of roads around the island. These segments of road to be impacted will be the ones that the PRHTA & PRDTPW have identified and submitted proposals to the PRTSC for their approval.

Lists of Projects to be Funded:

Project Title: Traffic Engineering Program Manager &Traffic Safety Inspector

Project Number: 16-11-02

Description: This project will subsidize salary and marginal benefits costs for a Manager, trainings, purchases, local travel, among others. The Traffic Engineering Manager will continue working as a liaison of PRTSC with other Agencies. Manager is in charge of representing PRTSC in all things related to Hazard Elimination Projects included in this program. In addition, Manager will continue his collaboration with other traffic safety education activities, PRTSC HSP & Annual Report, and providing support to all other PRTSC programs.

Budget: \$60,000.00

Traffic Engineering Program Manager/Traffic Safety Inspector

Project Number	Agency	Amount	Source
17-11-02	PRTSC	\$60,000.00	164 HE
Total			

Project Title: Special Projects / Hazard Elimination

Project Number: 16-11-13

Description: Projects listed in table below were identified and justified through crash data analysis by the PRHTA and PRTSC Traffic Engineering Program Manager. To ensure safer roads, construction development for these projects will be held by the PRHTA during FY 2015 & 2016. Purpose for these projects is to improve safety measure for road users on identified segments. Proposal Projects include but are not limited to: improvement of traffic light systems, geometrical improvements, pedestrian bridge design / construction, and improvement in stretches of road, among others.

Budget: \$3,175,564.00

Title: Special Projects / Hazard Elimination

Project Number	Agency	Amount	Source
17-11-13 A	Intersection PR 174 - Bayamón	\$373,023.00	164 HE
17-11-13 B	Safety Improvements PR 107 km 0-4.5 - Aguadilla	\$301,457.00	154 HE
17-11-13 C	Safety Improvements PR 53 - Guayama	\$1,317,896.00	154 HE
17-11-13 D	Intersection PR 127 Santa Elena - Guayanilla	\$153,547.00	164 HE
17-11-13 F	PR 100 Km 0 - 16.3 - Cabo Rojo	\$713,354.00	154 HE
17-11-13 G	Intersection PR 194 Ave Conquistador -Fajardo	\$90,163.00	164 HE
Total		\$3,009,440.00	

MEDIA CAMPAIGN

Program Overview

With the purpose of diffusing traffic safety messages and the traffic laws citizens must abide to in order to reduce traffic crash fatalities and injuries, PRTSC’s Public Relations and Communications Division (PR&C) will establish and carry out media campaigns throughout Fiscal Year 2017. These campaigns are detailed in a communications strategic plan, which is developed solely through the identification of traffic safety problems and analysis of relevant data to identify target audience and best strategies to carry the message.

In addition, PR&C will be responsible for the execution of surveys that aim specific behaviors among vehicle occupants to evidence the strengths and weaknesses of traffic safety media campaigns. This will be done through the hiring of a consulting group with the required expertise in these statistical surveys and following all established guidelines.

Focus

- Data analysis per each educational program will determine our problem ID
- Identify target audiences
- Define goal and objectives
- Implement strategic communications plan
- Evaluation - surveys conducted for specific program areas will evaluate effectiveness of campaigns

Strategies

- Frequency of messages
- Strategic exposure on social media networks
- Focus on target audience
- Innovative marketing strategies to communicate traffic safety messages
- Increase interaction with the public through traditional media and social networks
- Generate paid and earned media for traffic safety initiatives and programs.
- Support enforcement campaigns during this FY17; Alcohol Crackdown, CIOT, Distractive driving and Speeding.

PRTSC is using social media networks as a source to engage the target audience. As part of campaign strategic messages, new updates and upcoming activities are posted on Facebook, Twitter, Instagram and YouTube. Updates and improvements for our websites will continue to integrate educational tools for sub-grantees, agencies and general public to access information and statistics of traffic safety in Puerto Rico.

Contractors assist the PR&C Division by creating and developing public awareness campaigns, the production of videos, audio, print, graphic materials and digital productions. Also, supporting media buy plans, press releases and articles and other efforts. They also assist in media monitoring public affairs and news related to traffic safety. Photography and Video Services provide content to upload on owned social media and to provide to traditional media.

PRTSC will continue developing partnerships to raise awareness of important traffic safety issues. PRTSC partners represent local and state government agencies, telecommunications companies, nonprofit organizations, colleges and universities, Junior High and High Schools, insurance companies, and automotive industry, among others.

Performance Goals

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

Projects Strategies

In general project strategies will handle funds for advertising production, maintenance, updating and optimization of digital platforms, paid media plans, communications consultant, media monitoring, news recording and broadcasting, and photography and videography services, among others.

Project Title: Impaired Driving Media Campaign

Project Number: 17-12-01

Description: Mass media campaign consists of an intensive communications and outreach activities regarding alcohol impaired driving, as deterrence and prevention countermeasures, through the use of radio, television, and print, among others. Will complement alcohol impaired driving enforcement efforts executed by State and Municipal Police forces during high alcohol consumption periods of the year through awareness media campaigns based on target audience, market island level, and frequency of message exposure. This strategy is based on Countermeasures that Work 2015, Chapter 1, Alcohol- and Drug-Impaired Driving, Section 5.2, Page 49, Mass Media Campaign.

Budget: \$1,000,000.00

Impaired Driving Media Campaign

Project Number	Agency	Amount	Source
17-12-01	PRTSC	\$1,000,000.00	405d
Total		\$1,000,000.00	

Project Title: Youth Impaired Driving Media Campaign

Project Number: 17-12-02

Description: Plan includes efforts aimed at Young Alcohol Impaired Drivers to motivate youth not to drink and drive, and not to ride with a driver who has been drinking and promote the use of designated drivers in mass events that bring in large numbers of youngsters, with the finality of reducing alcohol related fatalities among young people. This strategy is based on Countermeasures that Work 2015, Chapter 1, Alcohol and Drug-Impaired Driving, Section 6.5, Page 65, Youth Programs.

Budget: \$50,000.00

Youth Impaired Driving Media Campaign

Project Number	Agency	Amount	Source
17-12-02	PRTSC	\$50,000.00	154AL
Total		\$50,000.00	

Project Title: Speed, Aggressive and Distracted Driving Media Campaign

Project Number: 17-12-03

Description: Plan consists of extensive communications campaign to support enforcement efforts executed by State and Municipal Police forces. Campaign’s primary objective will be to provide motorists with the benefits of driving safe and that detection and punishment for speeding, aggressive and distracted driving are very likely. Media campaign will be based on target audience, market island level, and frequency of message exposure. This strategy is based on Countermeasures that Work 2015, Chapter 3, Speeding and Speed Management, Section 4.1, Page 38, Communications and Outreach Supporting Enforcement; and Chapter 4, Distracted and Drowsy Driving, Section 2.2, Page 20, Communications and Outreach on Distracted Driving.

Budget: \$544,000.00

Speed, Aggressive and Distracted Driving Media Campaign

Project Number	Agency	Amount	Source
17-12-03	PRTSC	*\$544,000.00	402PM
Total		*\$544,000.00	

* Speed & Aggressive Driving Campaign: \$244,800.00; Distracted Driving Campaign: \$299,200.00

Project Title: Occupant Protection Media Campaign

Project Number: 17-12-07

Description: Plan consists of an extensive communications campaign to support CIOT enforcement efforts executed by State and Municipal Police forces and the National Child Seat Campaign through the use of paid advertising. This strategy is based on Countermeasures that Work 2015, Chapter 2, Seat Belts and Child Restraint, Section 3.1, Page 18, Communications and Outreach Supporting Enforcement.

Budget: \$631,000.00

Occupant Protection Media Campaign

Project Number	Agency	Amount	Source
17-12-07	PRTSC	\$631,000.00	402PM
Total		\$631,000.00	

Project Title: Non-occupant Protection Media Campaign

Project Number: 17-12-10

Description: Plan includes efforts to reduce pedestrian and cyclist fatalities promoting safety rules and regulations on mass events, and to increase awareness on safety in school zones and high incidence areas identified. This strategy is based on Highway Safety Program Guideline No. 14, Pedestrian and Bicycle Safety, VI. Public Information and Education.

Budget: \$490,000.00

Non-occupant Protection Media Campaign

Project Number	Agency	Amount	Source
17-12-10	PRTSC	\$490,000.00	402PM
Total		\$490,000.00	

Project Title: Motorcycle Safety Media Campaign

Project Number: 17-12-12

Description: Plan will raise awareness on motorcycle safety by promoting safety rules and regulations through mass events, and awareness and education through media campaigns based on our target audience, market island level, and frequency in exposing the message. This strategy is based on Countermeasures that Work 2015, Chapter 5, Motorcycles, Section 4, Page 23, Communications and Outreach.

Budget: \$131,500.00

Motorcycle Safety Media Campaign

Project Number	Agency	Amount	Source
17-12-12	PRTSC	\$131,500.00	405f/2010
Total		\$131,500.00	

MOTORCYCLE SAFETY

Program Overview

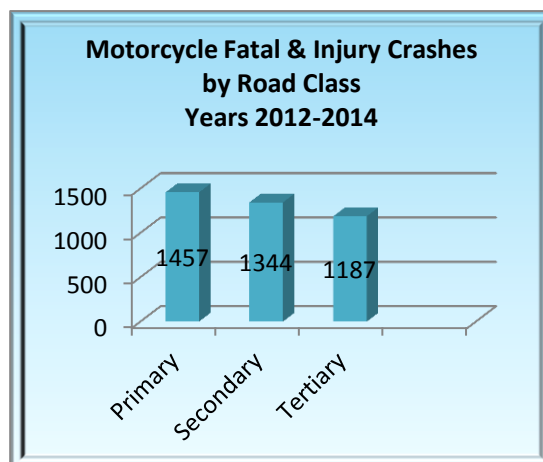
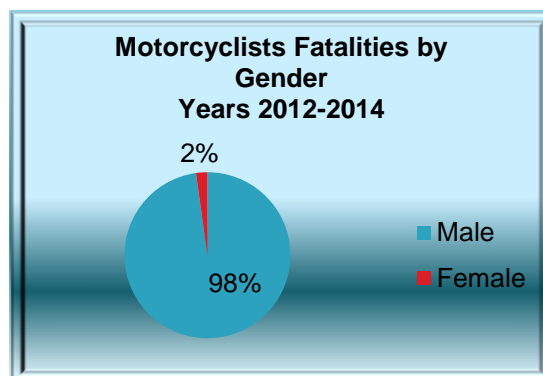
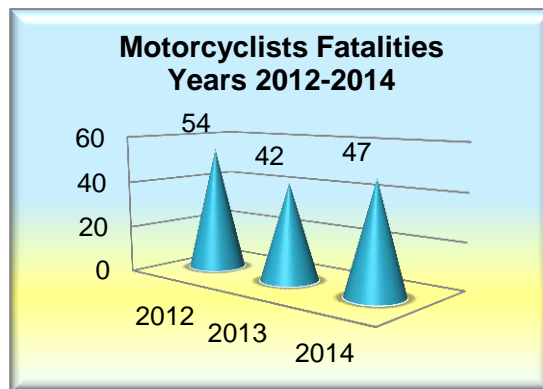
During the three-year period of 2012-2014, Puerto Rico reported a total of 143 motorcyclist fatalities. During 2013, a total of 42 motorcyclist fatalities were reported, while 2014 reported 47; this represents an 11% increase during this period.

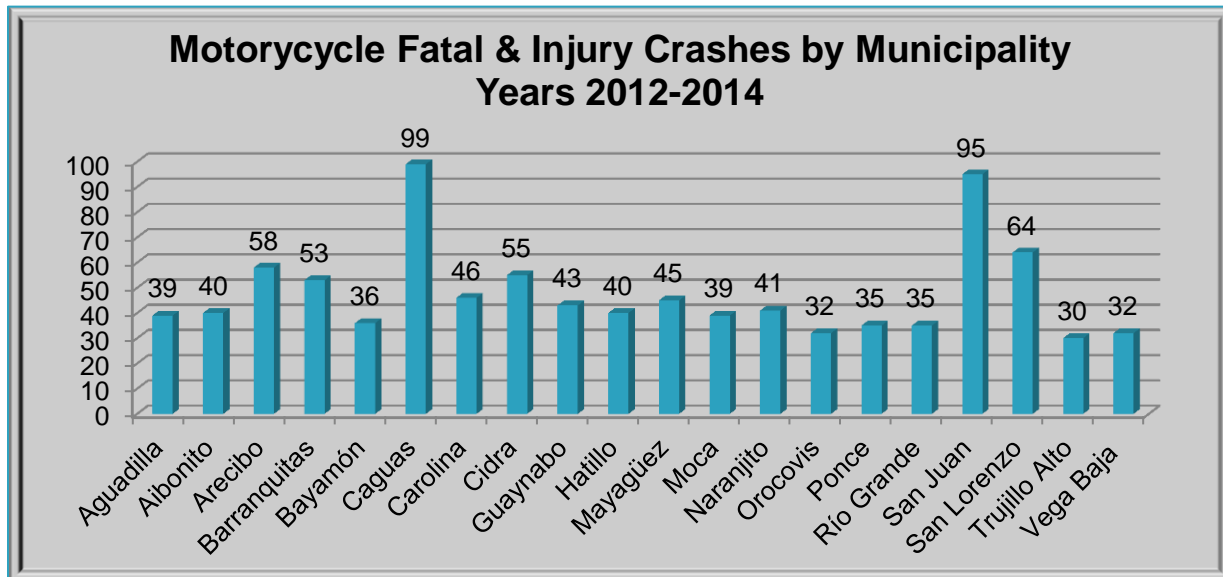
During 2014, motorcyclist fatalities accounted for 15% of total traffic fatalities; this represents an increase of 3% when compared with 2013. Law 107 is a great tool, but more encouragement must be injected through additional law enforcement measures and educational efforts, including motorcyclist training.

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

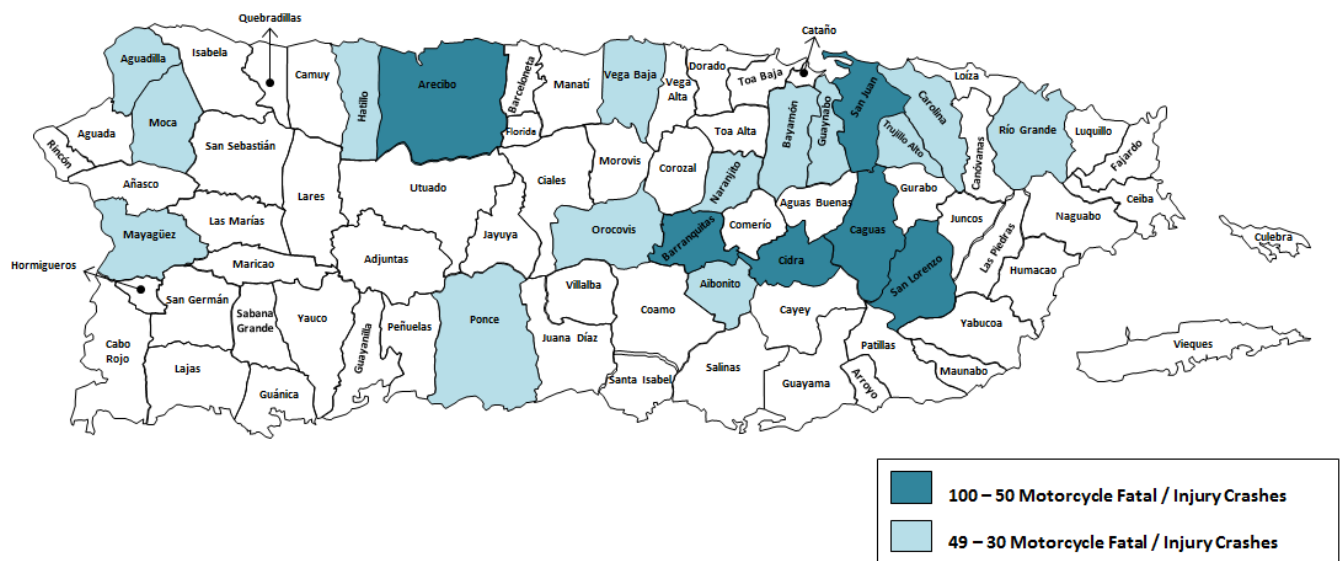
When analyzing motorcyclist fatalities and injury crashes profile characteristics for the three-year period, 2012-2014:

- 98% motorcyclist fatalities and 81% injury crashes were male
- 58% of motorcyclist fatalities were among the 20-36 years age group, followed by 37-70 age groups with 31%.
- 61% of motorcyclist fatalities occurred on weekend days, while 39% occurred between Mondays through Thursdays.
- 62% of motorcyclist fatalities occurred between 6:00pm-6:00am, followed by hours between 10:00am-5:59pm with 26%.
- 66% of alcohol impaired motorcyclist fatalities were unhelmeted.
- 29% of motorcycle involved fatal and injury crashes occur on primary roads.
- 27% of motorcycle involved fatal and injury crashes occur on secondary roads.





- Twenty municipalities shown in table above represent 19% of total motorcycle fatal and injury crashes of 5,031 for years 2012-2014.
- Most fatal and injury crashes were reported in the municipality of Caguas, with a total of 99; closely followed by San Juan with 95 crashes. Both of these municipalities are located in the greater metropolitan area of the Island.
- Map below shows the geographical distribution of the twenty municipalities.



In order to reduce motorcyclist fatalities, enforcement and education will continue to be our main focus. Training and training materials to identify motorcyclists using noncompliant helmets will be funded and provided to municipal and state police officers.

DOT approved helmet use was made compulsory in 2007 through Law 107. Motorcyclists that make use of noncompliant helmets are exposing themselves to basically the same risks as if they wore no helmet at all. Identifying and citing motorcyclists wearing these helmets have proven to be a challenge for law enforcement, since these helmets sometimes are identified with counterfeit DOT stickers on the back. This is based on the countermeasure that works 2013, Chapter 5. Motorcycles, section 1.3 Motorcycle Helmet Law Enforcement: Noncompliant Helmets.

PRTSC will also be funding high visibility enforcement targeting alcohol-impaired motorcyclists through the identification of their characteristic behaviors, or cues. Alcohol-impairment is a huge risk for motorcyclists, even more than for drivers of other types of vehicles. In addition, alcohol-impaired motorcyclists are less likely to make use of their helmets while riding. Law enforcement and sanction strategies may result useful when applied to motorcyclists. Is based on the countermeasure that works 2013, Chapter 5. Motorcycles, section 2.2 Alcohol-Impaired Motorcyclists: Detention, Enforcement, and Sanctions.

Performance Targets/Goals

- To decrease motorcycle fatalities 6 percent from the 2014 calendar year of 47 to 44 by December 31,2017.
- To decrease motorcyclist injury crashes 5 percent from the 2014 calendar year of 971 to 920 by December 31, 2017.
- To decrease unhelmeted motorcyclist fatalities 24 percent from the 2014 calendar year of 33 to 24 by December 31,2017.

Projects Strategies

Project Title: Motorcycle Safety Coordinator

Project Number: 17-13-06

Description: A comprehensive Motorcycle Safety program that includes public awareness, enforcement and engineering countermeasures requires coordination at PRTSC level. Salary, fringe benefits, local and out of state travel expenses, rent, purchase and maintenance of equipment, contractual services, training costs and educational materials targeted to helmet use and proper gear, share the road and impaired riding, that is going to be included in alcohol mobilizations, among other motorcycle safety related issues will be funded. Coordinator is going to continue MSF Certified Rider Coach using the MSF curriculum (Basic Rider Course and experience) to National Guard, Air National Guard and state police officers. The Motorcycle Safety Coordinator will continue to submit recommendations to increase range size and uniformity. The Program Coordinator in coordination with DISCO, is looking for new

sites to establish two additional ranges. Also, safety curriculum and law information will be revised. Emergency response training “First There, First Care” with emphasis in CPR, stop bleeding and the new section of correct helmet removal on an injured motorcyclist will be conducted for motorcycle clubs, police officers and DMV personnel in charge of motorcyclist matters. The Motorcycle Safety Coordinator will coordinate those trainings. Strategy is based on NHTSA’s Uniform Guidelines, Guideline #3 Motorcycle safety, Chapter 1. Program Management.

Project proposes for Coordinator to be in charge of managing Impaired Driving Mobilizations projects of the State and Municipal Police forces. A total of 5 mobilizations are projected for FY2017, with a total of approximately 20 projects. For this reason, coordinator will work with AL and MC programs, with a split-fund of 60% and 40% accordingly.

Budget: \$74,358.00

Motorcycle Safety Coordinator

Project Number	Agency	Amount	Source
17-13-06	PRTSC	\$74,358.00	164AL/402MC
Total		\$74,358.00	

DISTRACTED DRIVING

Program Overview

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

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

Currently there are about 3.7 million inhabitants in Puerto Rico. According to data provided by the Telecommunications Regulatory Board of the Commonwealth of Puerto Rico, (TRB), there are over 3 million cellular service subscribers. The Study Distracted Driving 2015 carried out in Puerto Rico showed that 95% of participants reported owning a cell phone and 71% of people that admitted to using mobile phones while driving talk for up to 30 minutes on a normal day. This behavior is as high as 86% among the 25 to 34 years old age group, and as low as 45% among the 60 years or older age segment. Half of the participants who admitted to using their phones when driving reported doing so "very often" (22%) or sometimes (28%), while 29% reported "never" using their phones while driving. In addition, according to study, virtually all (99%) of those who use cell phones "receive calls" while driving, and 85% make the calls themselves. About 90% of all respondents reported observing other drivers texting. On the other hand, about 57% of all participants recalled having seen or heard messages about distractions and/or cell phone use while driving within the past 30 days. A total of 46% of participants who recalled campaigns for Distraction/Cell phone use while driving, also recalled slogans used, which means that the educational message through media is effective as it is reaching this population.

Other studies conducted by companies and organizations indicate that 88% of the population is active in social networks; of these, 66.3% are women and 33.7% men. Study went even further by indicating that 51.4% of these users invest approximately three (3) hours connected to social networks. They have admitted to having sent

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

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

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

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

PRPD Cell Phone Tickets 2015	Mobilization April 2016 PRPD Cell Phone Tickets	Mobilization April 2016 Municipal Police Cell Phone Tickets
57,258	6,932	6,547

Performance Goals

- To decrease the percentage of people that reported making cell phone calls while driving from 71% on 2015 to 65% in 2017.
- To educate the public through mass media efforts containing information about the dangers of texting or using a cell phone while driving
- To coordinate a national law enforcement mobilization targeting distracted drivers

Projects Strategies

Project Title: Distracted Driving Coordinator

Project Number: 17-14-03

Description: In order to address this new traffic safety issue, the PRTSC identified a coordinator who will work with this priority area. A 15% of salary and fringe benefits for this coordinator will be allocated into this project. The other 85% of the salary is allocated under project number OP-05-03 Occupant Protection Coordinator. Personnel

costs, local and out-of-state travel, equipment, educational materials, and other related expenses will be funded.

Budget: \$8,000.00

Distracted Driving Coordinator

Project Number	Agency	Amount	Source
17-14-03	PRTSC	\$8,000.00	402DD
Total		\$8,000.00	

Project Title: Distracted Driving Media Survey

Project Number: 17-14-02

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

Budget: \$8,000.00

Distracted Driving Media Survey

Project Number	Agency	Amount	Source
17-14-12	PRTSC	\$8,000.00	402DD
Total		\$8,000.00	

Project Title: Distracted Driving Mobilization

Project Number: 17-14-XX

Description: During April 2017, PRTSC will grant funds for overtime hours to State and Municipal Police Forces for their participation in Distracted Driving Mobilization which will be supported by a media campaign. This mobilization will be island wide, during day hours. During this mobilization HVE and preventive patrol will be increased in order to issue citations for distracted driving in particular texting and talking on hand-held cell phones, with the purpose of creating awareness among all citizens on the dangers of texting or using a cell phone while driving and Law 201. Police funds will be granted through mini-grants for effectiveness.

During FY 16, funds were provided to 14 municipal police and state police forces to conduct special enforcement patrols targeting distracted drivers. This initiative will again be funded in April, 2017.

Funding is provided to the top performing agencies as measured by the number of citations written during these periods in 2015-2016 and number of population by municipality.

Budget: \$300,000.00

Distracted Driving Mobilization

Project Number	Agency	Amount	Source
17-14-20	State Police	\$110,000.00	402DD
17-14-32	Municipal Police Aguadilla	\$10,000.00	402 Share to local
17-14-26	Municipal Police Arecibo	\$8,000.00	402 Share to local
17-14-23	Municipal Police Barceloneta	\$12,000.00	402 Share to local
17-14-19	Municipal Police Bayamón	\$8,000.00	402 Share to local
17-14-33	Municipal Police Camuy	\$5,000.00	402 Share to local
17-14-15	Municipal Police Carolina	\$15,000.00	402 Share to local
17-14-XX	Municipal Police Cidra	\$5,000.00	402 Share to local
17-14-14	Municipal Police Caguas	\$12,000.00	402 Share to local
17-14-XX	Municipal Police Guánica	\$5,000.00	402 Share to local
17-14-10	Municipal Police Guayama	\$6,000.00	402 Share to local

17-14-11	Municipal Police Guaynabo	\$16,000.00	402 Share to local
17-14-13	Municipal Police Hatillo	\$5,000.00	402 Share to local
17-14-XX	Municipal Police Florida	\$5,000.00	402 Share to local
17-14-18	Municipal Police Manatí	\$5,000.00	402 Share to local
17-14-16	Municipal Police Naranjito	\$4,000.00	402 Share to local
17-14-22	Municipal Police Ponce	\$7,000.00	402 Share to local
17-14-24	Municipal Police San German	\$5,000.00	402 Share to local
17-14-XX	Municipal Police San Lorenzo	\$4,000.00	402 Share to local
17-14-17	Municipal Police San Juan	\$13,000.00	402 Share to local
17-14-12	Municipal Police Toa Alta	\$8,000.00	402 Share to local
17-14-21	Municipal Police Yauco	\$6,000.00	402 Share to local
17-14-XX	Municipal Police Guayanilla	\$5,000.00	402 Share to local
17-14-XX	Municipal Police Isabela	\$5,000.00	402 Share to local
17-14-XX	Municipal Police Vega Baja	\$5,000.00	402 Share to local
17-14-25	Municipal Police Utuado	\$6,000.00	402 Share to local

17-14-29	Municipal Police Santa Isabel	\$5,000.00	402 Share to local
		\$300,000.00	

STATE CERTIFICATION AND ASSURANCES

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

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

State: Puerto Rico

Fiscal Year: 2017

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

GENERAL REQUIREMENTS

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

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

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010,

(https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

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

NONDISCRIMINATION

(applies to subrecipients as well as States)

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

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act** of 1970, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 et seq.), **and Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 et seq.), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;

- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 et seq.), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, sub-recipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;
- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR at 74087 to 74100).

The State highway safety agency—

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

- Insert in all contracts and funding agreements with other State or private entities the following clause:

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

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;
- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in Appendix B of 49 CFR part 2l and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs a through e, in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement that receives Federal funds under this program.

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

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 - The dangers of drug abuse in the workplace.
 - The grantee's policy of maintaining a drug-free workplace.
 - Any available drug counseling, rehabilitation, and employee assistance programs.
 - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –

- Abide by the terms of the statement.
- Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction.
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –
 - Taking appropriate personnel action against such an employee, up to and including termination.
 - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

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

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

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

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

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

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

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

Instructions for Primary Certification (States)

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary

participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

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

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

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

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all

solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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

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

BUY AMERICA ACT
(applies to subrecipients as well as States)

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

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE

(applies to subrecipients as well as States)

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

POLICY ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such

areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D)).
6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E)).
7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
 - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seatbelts by occupants of motor vehicles;
 - Submission of information regarding mobilization participation into the HVE Database;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))

8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

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

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

OR

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

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

Signature Governor's Representative for Highway Safety

6/30/2016

Date

Miguel A. Torres Díaz

Printed name of Governor’s Representative for Highway Safety

HIGHWAY SAFETY COST SUMMARY FY 2017

Program Area	Approved Program Cost	State/Local Funds	Federally Funded Programs	Share to Local
Section 402				
402-PS	\$37,000			
402 PT	\$1,157,000	\$25,390,641.51	PRPD Traffic Bureau	\$450,000.00
402 PA	\$280,000	\$1,567,986.00	ACAA	
402-CP	\$1,183,000			\$738,000.00
402-OP	\$45,000			
402-DD	\$331,000			\$235,000.00
402-PM	\$1,665,000			
402-MC	\$115,000			
Section 154				
154-AL	\$1,709,641			
154-HE	\$2,545,450			
154-PA	\$155,000			
154-PM	\$50,000			
Section 164				
164-HE	\$690,114			
164-AL	\$1,100,000			\$500,000.00
164-PM	\$100,000			
164-PA	\$100,000			
SAFETEA-LU				
Section 405-OP	\$10,000			

Section 408-TR	\$600,000			
Section 410-AL	\$1,100,000	\$5,640,256.74	PRDOJ/Department of Health	
Section 2010-MC	\$20,000			
Map-21				
Section 405(b)OP high	\$338,000	\$3,046,876.98	PRPD Belt/Child Restraint Citations	
Section 405(b) OP low	\$400,000			
Section 405(c) TR	\$1,700,000			
Section 405(d) AL	\$5,300,000			
Section 405(f) MC	\$140,000			
FAST Act				
405(b) OP	\$500,000			
405(c) STSISI	\$400,000			
405(d) ID	\$1,400,000			
405(e) DD	\$100,000			
405(f) MC	\$50,000			
405(h) NMS	\$100,000			
Total Funding	\$23,421,205	\$35,645,761.23		

PUERTO RICO TRAFFIC SAFETY COMMISSION					
PROJECT - HSP FY17					
ALCOHOL - IMPAIRED DRIVING					
Num.	Project Num	Project Name	Agency	Amount	Source
1	17-01-01	Impaired Driving Overtime Enforcement	PRPD	\$ 600,000.00	405d
2	17-01-65	Impaired Driving Overtime Enforcement	Municipal Police Barceloneta	\$ 40,000.00	154AL Share to Local
3	17-01-28	Impaired Driving Overtime Enforcement	Municipal Police Bayamón	\$ 40,000.00	154AL Share to Local
4	17-01-52	Impaired Driving Overtime Enforcement	Municipal Police Caguas	\$ 40,000.00	154AL Share to Local
5	17-01-26	Impaired Driving Overtime Enforcement	Municipal Police Carolina	\$ 40,000.00	154AL Share to Local
6	17-01-36	Impaired Driving Overtime Enforcement	Municipal Police Guaynabo	\$ 45,000.00	154AL Share to Local
7	17-01-45	Impaired Driving Overtime Enforcement	Municipal Police Hatillo	\$ 30,000.00	154AL Share to Local
8	17-01-43	Impaired Driving Overtime Enforcement	Municipal Police Ponce	\$ 25,000.00	154AL Share to Local
9	17-01-17	Impaired Driving Overtime Enforcement	Municipal Police San Juan	\$ 45,000.00	154AL Share to Local
10	17-01-48	Impaired Driving Overtime Enforcement	Municipal Police San German	\$ 25,000.00	154AL Share to Local
11	17-01-64	Impaired Driving Overtime Enforcement	Municipal Police Toa Alta	\$ 30,000.00	154AL Share to Local
12	17-01-53	Impaired Driving Overtime Enforcement	Municipal Police Yauco	\$ 30,000.00	154AL Share to Local
13	17-01-27	Impaired Driving Overtime Enforcement	Municipal Police Arecibo	\$ 30,000.00	154AL Share to Local
14	17-01-21	Impaired Driving Overtime Enforcement	Municipal Police Guayama	\$ 25,000.00	154AL Share to Local
15	17-01-17	Impaired Driving Overtime Enforcement	Municipal Police Isabela	\$ 30,000.00	154AL Share to Local
16	17-01-68	Impaired Driving Overtime Enforcement	Municipal Police Vega Baja	\$ 25,000.00	154AL Share to Local
17	17-01-XX	PR Institute for the Forensic Sciences	PR Institute for the Forensic Sciences	\$ 457,805.00	154AL
18	17-01-06	Impaired Driving Prosecution Enhancements Programs	PRDOJ	\$ 100,000.00	154AL
19	17-01-XX	Impaired Driving Prosecution Enhancements Programs	PRDOH	\$ 380,000.00	154AL
20	17-01-13	Impaired Driving Coordinator	PRTSC	\$ 83,316.00	164AL
21	17-01-22	Impaired Driving Media Survey	PRTSC	\$ 8,000.00	164AL
22	17-01-XX	SFST Coordinator	PRTSC	\$ 100,000.00	164AL
23	17-01-XX	Impaired Driving Enforcement Equipment Program	Municipal Police	\$ 500,000.00	164AL Share to Local
24	17-01-67	Victims Impact Panel	ASSMCA	\$ 100,000.00	164AL
25	17-01-XX	Comprehensive SFST Training Program	PRTSC	\$ 100,000.00	405d
TOTAL				\$ 2,929,121.00	
YOUTH ALCOHOL					
Num.	Project Num	Project Name	Agency	Amount	Source
26	17-02-02	Impaired Driving Youth Programs	UPR-Rio Piedras Campus	\$ 129,749.00	154AL
27	17-02-05	Impaired Driving Youth Programs	UPR-Mayaguez Campus	\$ 83,445.00	154AL
28	17-02-10	Impaired Driving Youth Programs	UPR-Cayey Campus	\$ 63,543.00	154AL
29	17-02-14	Impaired Driving Youth Programs	UPR-Ponce Campus	\$ 55,420.00	154AL
30	17-02-15	Impaired Driving Youth Programs	Hogar CREA, Inc.	\$ 74,045.00	154AL
31	17-02-16	Impaired Driving Youth Programs	Pontifical Catholic University of PR	\$ 95,985.00	154AL
32	17-02-17	Impaired Driving Youth Programs	UPR-Utuado Campus	\$ 86,541.00	154AL
33	17-02-21	Impaired Driving Youth Programs	UPR-Aguadilla Campus	\$ 85,622.00	154AL
34	17-02-25	Impaired Driving Youth Programs	Metropolitan University	\$ 47,486.00	154AL
TOTAL				\$ 721,836.00	

POLICE TRAFFIC SERVICES

Num.	Project Num	Project Name	Agency	Amount	Source
35	17-03-03	Law Enforcement Liaison	PRTSC	\$ 140,000.00	402PT
36	17-03-00	Speed and Agressive Driving Media Survey	PRTSC	\$ 8,000.00	402PT
37	17-03-01	Speed Enforcement Equipment	PRPD	\$ 300,000.00	402PT
38	17-03-XX	Speed Enforcement Equipment	Municipal Police	\$ 250,000.00	402 Share to Local
39	17-03-15	Speed Enforcement Mobilization	Municipal Police Aguadilla	\$ 10,000.00	402 Share to Local
40	17-03-80	Speed Enforcement Mobilization	Municipal Police Arecibo	\$ 12,000.00	402 Share to Local
41	17-03-74	Speed Enforcement Mobilization	Municipal Police Barceloneta	\$ 16,000.00	402 Share to Local
42	17-03-09	Speed Enforcement Mobilization	Municipal Police Bayamón	\$ 16,000.00	402 Share to Local
43	17-03-88	Speed Enforcement Mobilization	Municipal Police Camuy	\$ 5,000.00	402 Share to Local
44	17-03-22	Speed Enforcement Mobilization	Municipal Police Carolina	\$ 20,000.00	402 Share to Local
45	17-03-08	Speed Enforcement Mobilization	Municipal Police Cidra	\$ 6,000.00	402 Share to Local
46	17-03-10	Speed Enforcement Mobilization	Municipal Police Caguas	\$ 15,000.00	402 Share to Local
47	17-03-83	Speed Enforcement Mobilization	Municipal Police Guánica	\$ 6,000.00	402 Share to Local
48	17-03-95	Speed Enforcement Mobilization	Municipal Police Guayama	\$ 8,000.00	402 Share to Local
49	17-03-05	Speed Enforcement Mobilization	Municipal Police Guaynabo	\$ 21,000.00	402 Share to Local
50	17-03-48	Speed Enforcement Mobilization	Municipal Police Hatillo	\$ 8,000.00	402 Share to Local
51	17-03-67	Speed Enforcement Mobilization	Municipal Police Florida	\$ 6,000.00	402 Share to Local
52	17-03-55	Speed Enforcement Mobilization	Municipal Police Manatí	\$ 6,000.00	402 Share to Local
53	17-03-66	Speed Enforcement Mobilization	Municipal Police Naranjito	\$ 8,000.00	402 Share to Local
54	17-03-60	Speed Enforcement Mobilization	Municipal Police Ponce	\$ 8,000.00	402 Share to Local
55	17-03-42	Speed Enforcement Mobilization	Municipal Police San German	\$ 8,000.00	402 Share to Local
56	17-03-57	Speed Enforcement Mobilization	Municipal Police San Lorenzo	\$ 6,000.00	402 Share to Local
57	17-03-04	Speed Enforcement Mobilization	Municipal Police San Juan	\$ 21,000.00	402 Share to Local
58	17-03-69	Speed Enforcement Mobilization	Municipal Police Toa Alta	\$ 8,000.00	402 Share to Local
59	17-03-40	Speed Enforcement Mobilization	Municipal Police Yauco	\$ 6,000.00	402 Share to Local
60	17-03-91	Speed Enforcement Mobilization	Municipal Police Guayanilla	\$ 6,000.00	402 Share to Local
61	17-03-12	Speed Enforcement Mobilization	Municipal Police Isabela	\$ 6,000.00	402 Share to Local
62	17-03-17	Speed Enforcement Mobilization	Municipal Police Vega Baja	\$ 6,000.00	402 Share to Local
63	17-03-61	Speed Enforcement Mobilization	Municipal Police Utuado	\$ 6,000.00	402 Share to Local
64	17-03-90	Speed Enforcement Mobilization	Municipal Police Santa Isabel	\$ 6,000.00	402 Share to Local
65	17-03-19	Speed Enforcement Mobilization	PRPD	\$ 300,000.00	402PT
66	17-03-02	Equipment for Trainers	PRPD	\$ 7,000.00	402PT
67	17-03-21	Police Coordinator	PRPD	\$ 52,000.00	402PT
TOTAL				\$ 1,307,000.00	

PLANNING AND ADMINISTRATION

Num.	Project Num	Project Name	Agency	Amount	Source
68	17-04-02	Evaluate HSP Task	PRTSC	\$ 110,000.00	402PA
69	17-04-07 & 12	Evaluate HSP Task	PRTSC	\$ 120,000.00	154PA
70	17-04-03	Administer Program	PRTSC	\$ 170,000.00	402PA
71	17-04-13	Federal Program Manager	PRTSC	\$ 70,000.00	402PA/154PA
TOTAL				\$ 470,000.00	

OCCUPANT PROTECTION					
Num.	Project Num	Project Name	Agency	Amount	Source
72	17-05-03	Occupant Restraint Coordinator	PRTSC	\$ 45,000.00	402OP
73	17-05-27	CPST Training	PRTSC	\$ 53,000.00	405b
74	17-05-29	Occupant Protection Observational Survey	PRTSC	\$ 56,000.00	405b
75	17-05-39	Puerto Rico Fire Department Fitting Stations	PR Fire Department	\$ 19,000.00	405b
76	17-05-14	Seat Belt Enforcemet - Mobilization Overtime	Municipal Police Aguadilla	\$ 9,000.00	405b
77	17-05-57	Seat Belt Enforcemet - Mobilization Overtime	Municipal Police Arecibo	\$ 10,000.00	405b
78	17-05-52	Seat Belt Enforcemet - Mobilization Overtime	Municipal Police Barceloneta	\$ 10,000.00	405b
79	17-05-18	Seat Belt Enforcemet - Mobilization Overtime	Municipal Police Bayamón	\$ 8,000.00	405b
80	17-05-61	Seat Belt Enforcemet - Mobilization Overtime	Municipal Police Camuy	\$ 5,000.00	405b
81	17-05-58	Seat Belt Enforcemet - Mobilization Overtime	Municipal Police Carolina	\$ 15,000.00	405b
82	17-05-63	Seat Belt Enforcemet - Mobilization Overtime	Municipal Police Cidra	\$ 4,000.00	405b
83	17-05-54	Seat Belt Enforcemet - Mobilization Overtime	Municipal Police Caguas	\$ 12,000.00	405b
84	17-05-49	Seat Belt Enforcemet - Mobilization Overtime	Municipal Police Guánica	\$ 4,000.00	405b
85	17-05-51	Seat Belt Enforcemet - Mobilization Overtime	Municipal Police Guayama	\$ 6,000.00	405b
86	17-05-09	Seat Belt Enforcemet - Mobilization Overtime	Municipal Police Guaynabo	\$ 25,000.00	405b
87	17-05-53	Seat Belt Enforcemet - Mobilization Overtime	Municipal Police Hatillo	\$ 7,000.00	405b
88	17-05-67	Seat Belt Enforcemet - Mobilization Overtime	Municipal Police Florida	\$ 5,000.00	405b
89	17-05-11	Seat Belt Enforcemet - Mobilization Overtime	Municipal Police Manatí	\$ 5,000.00	405b
90	17-05-55	Seat Belt Enforcemet - Mobilization Overtime	Municipal Police Naranjito	\$ 6,000.00	405b
91	17-05-15	Seat Belt Enforcemet - Mobilization Overtime	Municipal Police Ponce	\$ 9,000.00	405b
92	17-05-45	Seat Belt Enforcemet - Mobilization Overtime	Municipal Police San German	\$ 9,000.00	405b
93	17-05-65	Seat Belt Enforcemet - Mobilization Overtime	Municipal Police San Lorenzo	\$ 6,000.00	405b
94	17-05-17	Seat Belt Enforcemet - Mobilization Overtime	Municipal Police San Juan	\$ 22,000.00	405b
95	17-05-48	Seat Belt Enforcemet - Mobilization Overtime	Municipal Police Toa Alta	\$ 10,000.00	405b
96	17-05-47	Seat Belt Enforcemet - Mobilization Overtime	Municipal Police Yauco	\$ 8,000.00	405b
97	17-05-70	Seat Belt Enforcemet - Mobilization Overtime	Municipal Police Guayanilla	\$ 5,000.00	405b
98	17-05-69	Seat Belt Enforcemet - Mobilization Overtime	Municipal Police Isabela	\$ 8,000.00	405b
99	17-05-12	Seat Belt Enforcemet - Mobilization Overtime	Municipal Police Vega Baja	\$ 8,000.00	405b
100	17-05-56	Seat Belt Enforcemet - Mobilization Overtime	Municipal Police Utuado	\$ 5,000.00	405b
101	17-05-64	Seat Belt Enforcemet - Mobilization Overtime	Municipal Police Santa Isabel	\$ 5,000.00	405b
102	17-05-50	Seat Belt Enforcemet - Mobilization Overtime	PRPD	\$ 400,000.00	405b
TOTAL				\$ 799,000.00	

COMMUNITY PROGRAMS					
Num.	Project Num	Project Name	Agency	Amount	Source
103	17-06-04	Community Programs	Municipality of Luquillo	\$ 54,000.00	402 Share to Local
104	17-06-11	Community Programs	Municipality of Guayama	\$ 90,000.00	402 Share to Local
105	17-06-17	Community Programs	Municipality of Vega Baja	\$ 55,000.00	402 Share to Local
106	17-06-28	Community Programs	Municipality of San German	\$ 117,000.00	402 Share to Local
107	17-06-14	Community Programs	Municipality of Ponce	\$ 90,000.00	402 Share to Local
108	17-06-15	Community Programs	Municipality of Barceloneta	\$ 79,000.00	402 Share to Local
109	17-06-29	Community Programs	Municipality of Naranjito	\$ 56,000.00	402 Share to Local
110	17-06-21	Community Programs	Municipality of Isabela	\$ 46,000.00	402 Share to Local
111	17-06-24	Community Programs	Municipality of Comerío	\$ 55,000.00	402 Share to Local
112	17-06-22	Community Programs	Municipality of Sabana Grande	\$ 96,000.00	402 Share to Local
113	17-06-XX	Community Programs Coordinator	PRTSC	\$ 25,900.00	402CP
114	17-06-50	Traffic Safety Education Park (PESET)	PRTSC	\$ 305,000.00	402CP
115	17-06-45	PR Trauma Center Reduction of Crashes Education Program	PR Medical Services Administration	\$ 100,000.00	402CP
TOTAL				\$ 1,168,900.00	
TRAFFIC RECORDS					
Num.	Project Num	Project Name	Agency	Amount	Source
116	17-07-01	Traffic Records Coordinator	PRTSC	\$ 49,111.00	405c
117	17-07-10	Analysis and Compilation of Traffic Crashes 2016	PRTSC	\$ 380,970.00	405c/408
118	17-07-13	CARE System to PR Crash Data 4	UPR-CIES	\$ 450,257.00	405c
119	17-07-14	Fatality Analysis Reporting System (FARS)	PRTSC	\$ 2,140.00	405c
TOTAL				\$ 882,478.00	
NON-OCCUPANT PROTECTION					
Num.	Project Num	Project Name	Agency	Amount	Source
120	17-08-01	Non Occupant Coordinator	PRTSC	\$ 11,100.00	402PS
TOTAL				\$ 11,100.00	
TRAFFIC ENGINEERING					
Num.	Project Num	Project Name	Agency	Amount	Source
121	17-11-02	Traffic Engineering Program Manager	PRTSC	\$ 60,000.00	164HE
122	17-11-13 A	Intersection PR 174 - Bayamón	PRHTA	\$ 373,023.00	164HE
123	17-11-13 B	Safety Improvemnets PR 107 km 0-4.5 - Aguadilla	PRHTA	\$ 301,457.00	154HE
124	17-11-13 C	Safety Improvements PR 53 - Guayama	PRHTA	\$ 1,317,896.00	154HE
125	17-11-13 D	Intersection PR 127 Santa Elena - Guayanilla	PRHTA	\$ 153,547.00	164HE
126	17-11-13 F	PR 100 Km 0 - 16.3 - Cabo Rojo	PRHTA	\$ 713,354.00	154HE
127	17-11-13 G	Intersection PR 194 Ave Conquistador -Fajardo	PRHTA	\$ 90,163.00	164HE
TOTAL				\$ 3,009,440.00	
MEDIA CAMPAIGN					
Num.	Project Num	Project Name	Agency	Amount	Source
128	17-12-01	Impaired Driving Media Campaign	PRTSC	\$ 1,000,000.00	405d
129	17-12-02	Youth Impaired Driving Media Campaign	PRTSC	\$ 50,000.00	154PM
130	17-12-03	Speed, Aggressive and Distracted Driving Media Campaign	PRTSC	\$ 544,000.00	402PM
131	17-12-07	Occupant Protection Media Campaign	PRTSC	\$ 631,000.00	402PM
132	17-12-10	Non Occupant Protection Media Campaign	PRTSC	\$ 490,000.00	402PM
133	17-12-12	Motorcycle Safety Media Campaign	PRTSC	\$ 131,500.00	405f/2010
TOTAL				\$ 2,846,500.00	
MOTORCYCLE SAFETY					
Num.	Project Num	Project Name	Agency	Amount	Source
134	17-13-06	Motorcycle Safety Coordinator	PRTSC	\$ 74,358.00	402MC/402MC
TOTAL				\$ 74,358.00	

DISTRACTED DRIVING					
Num.	Project Num	Project Name	Agency	Amount	Source
135	17-14-03	Distracted Driving Coordinator	PRTSC	\$ 8,000.00	402DD
136	17-14-12	Distracted Driving Media Survey	PRTSC	\$ 8,000.00	402DD
137	17-14-32	Distracted Driving Mobilization	Municipal Police Aguadilla	\$ 10,000.00	402DD
138	17-14-26	Distracted Driving Mobilization	Municipal Police Arecibo	\$ 8,000.00	402DD
139	17-14-23	Distracted Driving Mobilization	Municipal Police Barceloneta	\$ 12,000.00	402DD
140	17-14-19	Distracted Driving Mobilization	Municipal Police Bayamón	\$ 8,000.00	402DD
141	17-14-33	Distracted Driving Mobilization	Municipal Police Camuy	\$ 5,000.00	402DD
142	17-14-15	Distracted Driving Mobilization	Municipal Police Carolina	\$ 15,000.00	402DD
143	17-14-XX	Distracted Driving Mobilization	Municipal Police Cidra	\$ 5,000.00	402DD
144	17-14-14	Distracted Driving Mobilization	Municipal Police Caguas	\$ 12,000.00	402DD
145	17-14-XX	Distracted Driving Mobilization	Municipal Police Guánica	\$ 5,000.00	402DD
146	17-14-10	Distracted Driving Mobilization	Municipal Police Guayama	\$ 6,000.00	402DD
147	17-14-11	Distracted Driving Mobilization	Municipal Police Guaynabo	\$ 16,000.00	402DD
148	17-14-13	Distracted Driving Mobilization	Municipal Police Hatillo	\$ 5,000.00	402DD
149	17-14-XX	Distracted Driving Mobilization	Municipal Police Florida	\$ 5,000.00	402DD
150	17-14-18	Distracted Driving Mobilization	Municipal Police Manatí	\$ 5,000.00	402DD
151	17-14-16	Distracted Driving Mobilization	Municipal Police Naranjito	\$ 4,000.00	402DD
152	17-14-22	Distracted Driving Mobilization	Municipal Police Ponce	\$ 7,000.00	402DD
153	17-14-24	Distracted Driving Mobilization	Municipal Police San German	\$ 5,000.00	402DD
154	17-14-XX	Distracted Driving Mobilization	Municipal Police San Lorenzo	\$ 4,000.00	402DD
155	17-14-17	Distracted Driving Mobilization	Municipal Police San Juan	\$ 13,000.00	402DD
156	17-14-12	Distracted Driving Mobilization	Municipal Police Toa Alta	\$ 8,000.00	402DD
157	17-14-21	Distracted Driving Mobilization	Municipal Police Yauco	\$ 6,000.00	402DD
158	17-14-XX	Distracted Driving Mobilization	Municipal Police Guayanilla	\$ 5,000.00	402DD
159	17-14-XX	Distracted Driving Mobilization	Municipal Police Isabela	\$ 5,000.00	402DD
160	17-14-XX	Distracted Driving Mobilization	Municipal Police Vega Baja	\$ 5,000.00	402DD
161	17-14-25	Distracted Driving Mobilization	Municipal Police Utuado	\$ 6,000.00	402DD
162	17-14-29	Distracted Driving Mobilization	Municipal Police Santa Isabel	\$ 5,000.00	402DD
163	17-14-20	Distracted Driving Mobilization	PRPD	\$ 110,000.00	402DD
TOTAL				\$ 316,000.00	
TOTAL				\$ 14,535,733.00	

This page Intentioned leaves in blank.



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

Region 2
Connecticut, New Jersey, New York,
Pennsylvania, Puerto Rico, Virgin Islands

245 Main Street
Suite 210
White Plains, NY 10601
TEL: 914.682.6162
FAX: 914.682.6239

August 24, 2016

The Honorable Alejandro Garcia Padilla
Governor of Puerto Rico
La Fortaleza
San Juan, Puerto Rico 00901-0082

Dear Governor Garcia Padilla:

We have reviewed Puerto Rico's fiscal year 2017 Highway Safety Plan as received on July 1, 2016 and revised on August 12, 2016. Based on these submissions, we find the Commonwealth's Highway Safety Plan to be in compliance with the requirements of 23 CFR Part 1300 and the Plan is approved.

Specific details relating to the plan will be provided to your Representative for Highway Safety, Department of Transportation (DOT) Secretary Miguel A. Torres. Should your office wish information on the State's Highway Safety Plan review, please feel free to contact me at 914-682-6162.

We congratulate Puerto Rico on its accomplishments in advancing its traffic safety mission and pledge our continued support to you and DOT. In partnership, we look forward to achieving our mutual goals of reduced fatalities, injuries, and crashes on Puerto Rico's roads.

Sincerely,

Michael N. Geraci
Regional Administrator



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

Region 2
Connecticut, New Jersey, New York
Pennsylvania, Puerto Rico, Virgin Islands

245 Main Street
Suite 210
White Plains, NY 10601
TEL: 914.682.6162
FAX: 914.682.6239

August 24, 2016

Miguel A. Torres, Secretary
Dept. of Transportation & Public Works
Office of the Secretary
P.O.B. 41269, Minillas Station
San Juan, PR 00940-2007

Dear Secretary Torres:

We have reviewed Puerto Rico's fiscal year 2017 Highway Safety Plan (HSP) as received on July 1, 2016 and revised on August 12, 2016. We have determined that the HSP meets the requirements of 23 CFR Part 1300 and is approved.

However, the National Highway Traffic Safety Administration (NHTSA) is placing the following conditions on our approval of the Puerto Rico FY 2017 highway safety program to ensure federal funds are used effectively and efficiently:

- NHTSA will continue to review and approve FY 2017 projects and will not reimburse any costs incurred prior to project approval. This review ensures that each proposal includes appropriate problem identification, measurable goals and objectives, effective countermeasures, and a reasonable, justifiable and allocable budget.
- We will also continue to review source documentation for most vouchers submitted. Please allow a minimum of ten (10) working days for each project or voucher review to be completed.

These conditions will remain in effect throughout FY 2017 or until you are notified in writing that they have been removed.

This determination does not constitute an obligation of federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the National Highway Traffic Safety Administration (NHTSA) Administrator at the commencement of the fiscal year. However, federal funds reprogrammed from the prior-year HSP (carry-forward funds) will be available for immediate use by the State on October 1, 2016. Reimbursements will be contingent upon the submission of up-to-date and approved projects in the HSP, consistent with the requirement of 23 CFR §1300.15(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

We congratulate Puerto Rico on its accomplishments in advancing its traffic safety mission and pledge our continued support to you and the Department of Transportation. In partnership, we look forward to achieving our mutual goals of reduced fatalities, injuries, and crashes on Puerto Rico's roads.

Sincerely,

A handwritten signature in blue ink that reads "Michael N. Geraci". The signature is fluid and cursive, with a long horizontal stroke at the beginning.

Michael N. Geraci
Regional Administrator

cc: José A. Delgado, Executive Director, PRTSC
James Christian, Division Administrator, FHWA
Enid Martinez, State Director, FMCSA
Maggi Gunnels, Associate Administrator, NHTSA, ROPD