

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

Fiscal Year	2019
NHTSA Grant Application	PUERTO RICO - Highway Safety Plan - FY 2019
State Office	Puerto Rico Traffic Safety Commission
Application Status	Submitted

Highway Safety Plan

1 Summary information

APPLICATION INFORMATION

Highway Safety Plan Name:	PUERTO RICO - Highway Safety Plan - FY 2019
Application Version:	2.1

INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.

S. 405(b) Occupant Protection:	Yes
S. 405(c) State Traffic Safety Information System Improvements:	Yes
S. 405(d) Impaired Driving Countermeasures:	Yes
S. 405(d) Alcohol-Ignition Interlock Law:	No
S. 405(d) 24-7 Sobriety Programs:	No
S. 405(e) Distracted Driving:	No
S. 405(f) Motorcyclist Safety Grants:	Yes
S. 405(g) State Graduated Driver Licensing Incentive:	No
S. 405(h) Nonmotorized Safety:	Yes
S. 1906 Racial Profiling Data Collection:	No

STATUS INFORMATION

Submitted By:	LizYajaira Lopez
Submission On:	6/29/2018 7:02 PM

Submission Deadline (EDT):	7/9/2018 11:59 PM
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2 Highway safety planning process

Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.

The data sources used by Puerto Rico Traffic Safety Commission (PRTSC) to identify the safety problems include 2007-2016 Puerto Rico Department of Transportation and Public Works (PRDTPW), crash data, 2007-2016 Puerto Rico Traffic Safety Commission (PRTSC), fatalities data, 2013-2016 Automobile Accident Compensation Administration (PRAACA), serious injury data, 2014-2016 Puerto Rico Emergency Medical Services (PREMS), ambulance response time data, 2007-2016 Puerto Rico Highway Transportation Authority (PRHTA), traffic data (i.e., VMT, AADT, roadway miles), annual Puerto Rico Police Department (PRPD), traffic fines reports (i.e., cellphone use, seatbelt, speed, etc.), annual PRHTA safety improvement projects lists, and others, as needed. In addition, the different safety committees provide other relevant

information related to safety issues not evident from the data available (i.e., processes limitations) or due to limitations in the data i.e., needs for additional data, outdated data, etc.). These safety committees include the different PRTSC Task Forces and the Strategic Highway Safety Plan (SHSP) Emphasis Area teams.

The processes used by PRTSC to identify the safety problems are categorized in two groups: engineering/planning and public processes. The Puerto Rico SHSP and HSP represent engineering/planning processes that use the most pertinent and available data to establish areas for improvement (i.e., SHSP Emphasis Areas), their performance goals and objectives based on specific performance measures, and the implementation of specific quantitative and qualitative strategies and actions.

The performance measures used by Puerto Rico are divided in two: the core performance measures and those related to specific safety problems defined in the Highway Safety Plan (HSP) (i.e., motorcyclists' fatalities, observed seat belt use) and the SHSP Emphasis Areas (i.e., fatalities of aggressive drivers, vulnerable road users' fatalities). The similar core performance measures between the HSP and the SHSP are: number of traffic fatalities, number of serious injuries, and fatalities by 100 Million VMT or fatality rate. In addition, the speeding related fatalities are reported in both plans and there are several similarities in the other performance measures reported, except for minor changes in the SHSP definitions. The slight differences in the performance measures reported by the SHSP, in comparison to the HSP are: (1) the SHSP considers impaired drivers with BAC limits less than 0.08 for some cases (based on legal BAC limits in PR), (2) SHSP considers young drivers ages from 15 years old (instead of less or equal than 20 years old), (3) the SHSP does not include specific performance measures for motorcyclists, (4) the SHSP combines pedestrians and bicyclists into the vulnerable road users emphasis area, and (5) the SHSP does not consider any survey as part of the performance measures. The HSP includes 13 performance measures and reports annually the progress in each one.

The main application of these performance measures is to determine the effectiveness of the strategies and actions implemented. Each year, representatives of the 4Es in Puerto Rico perform several strategies included in the HSP and SHSP. These strategies defined in the SHSP for a five-year schedule and the correspondent actions are established annually in the HSP and the SHSP Action Plans, based on the results in the progress of the performance measures during these years. Specifically, the task forces and Emphasis Area teams evaluate different actions and determine the course of action to perform in order to achieve the different goals associated to improve highway safety in Puerto Rico.

Some examples of the numbers evaluated by these committees are: identification of the seatbelt use in comparison to historical numbers, changes in the number of fatalities in specific locations, trends in pedestrian fatalities associated to specific events. In the other hand, some examples of the actions taken are: enhance the public awareness of reducing speed in our highway system, extra-work hours for police patrols to reduce speeding and increase seatbelt use, educational campaigns for pedestrians safety, among others.

Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).

The collaborative efforts of public, private, and non-profit organizations since the implementation of the HSP & SHSP have enhanced the communication bonds between all of the safety stakeholders, leading to more efficient coordination and better overall results. The best example is the historical reduction of less than 300 fatalities in 2016; a goal established for 2018.

There are some internal and external partners collaborating in various aspects of the highway safety in Puerto Rico (4Es). The internal partners are those actively collaborating with the PRTSC, such as the participants of the FIESTA programs, the community programs, the PRHTA, the PRPD, and ACAA. The external partners are those representing the municipalities, non-profit organizations, Metropolitan Planning Organization (MPO), Local Technical Assistant Program (LTAP), Academia, other federal agencies (i.e., FHWA, FTA, FMCSA), DISCO, among others. In total, there are more than 100 stakeholders involved in these efforts in Puerto Rico.

Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.

Puerto Rico has identified several highway safety problems using the best available and pertinent data. This, beginning with the limitations of the data, and establishing this as the primary highway safety problem.

The Puerto Rico crash database has some limitations, especially with the accurate location of crashes and the injury classifications. First, the current practice when fulfilling the police crash report is to identify the location of the crashes using the kilometers markers in the field and the names of the municipalities. This led to mixed, missing, or incomplete information in the crash database. In addition, the kilometers information included in the database could have some discrepancies due to the recent installation of new kilometers posts along the highway system, thus, is possible of having different kilometers referencing the same location. Second, the current crash report does not include the KABCO injury classification, thus Puerto Rico is reporting the people transported in ambulance from the crash scene as the seriously injured. The efforts during the last years are leading to a soon implementation of the new and updated crash report form that will include, not only the KABCO classification system and the GIS locations, but also an electronic form for faster, accurate, and complete crash data.

The MIRE action plan was approved in 2017 and, during this year, the PRHTA has taken the leadership in coordinating affirmative actions to improve the traffic data gathering process. To achieve the required MIRE FDE for year 2026, Puerto Rico has incorporated this plan as one of the main topics of the Traffic Records Coordinating Committee (TRCC).

Over the past 20 years the pedestrian fatalities in Puerto Rico had represented an average of 32% of the total traffic fatalities. The principal concern of the safety stakeholders is the lack of resources for the police to intervene with the pedestrians that does not follow the traffic laws. Thus, the safety stakeholder proposed to review the law to effectively issue traffic fines for pedestrians.

The most recent results for the Puerto Rico Emergency Medical Services (PREMS) indicate an increase in the average response time between 2014 and 2015 (15:03 to 16:14 minutes), and a decrease between 2015 and 2016 (16:14 to 16:04). During the 2015, the PREMS operated with one less station with respect to 2014, due to a lack of personnel available, and in 2016 had to close the Hormiguero's station and the personnel were reallocated. In addition, the Loiza and Fajardo's station were also close in 2017. After the hurricanes Irma and Maria, the professionals of emergency medical services are moving to the United States. To improve the emergency medical response in Puerto Rico, the PREMS, together with PRHTA and Metropistas, are working to relocate several stations to gain access to expressways and freeways in less time.

Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).

The methods for 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.

Planning Process is a continuous one since all factors and events that take place during the year must be considerate in the process. The Planning Area manages eleven (11) educational/emphasis programs which administer various projects, both internal and external. All aspects must be taken into consideration to ensure yearly activities run smoothly.



The following steps outline the planning process and project selections:

- Review most recent data available
- Ensure FARS analyst provide latest fatality statistics and compare with PRPD data.

- Prepare letter, and published Public Notice to request proposals.
- Prepare Problem Identification after data analysis.
- Review Proposals with "Project Agreement Assessment Form" and send comments to applicants.
- Prioritize problems, distribute module writing and set goals with strategies.
- Select projects to include in the HSP.
- Prepare first draft and edit.
- Prepare 405 applications.
- All corrections needed must be addressed by the next draft.
- Insert tables and graphs.
- Review last draft, sign assurances and send to GMSS-NHTSA.
- After fiscal year ends, documents and data are gathered, reviewed and organized to evaluate outcomes.
- Annual Report is prepared and submitted to GMSS-NHTSA.

Enter list of information and data sources consulted.

The HSP and the SHSP consulted the PRDTPW crash database, the PRTSC - FARS database, the PRHTA traffic volumes database, the PREMS response time database, and the ACAA injury database.

Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).

The outcomes from the close coordination of the HSP and the SHSP includes several areas since they are working together thought the year in all of the strategies established for Puerto Rico in both plans. The specific outcomes begin with the active participation of representatives from the SHSP in the TRCC meeting and sub-committees (i.e., police crash report upgrade, MIRE), as well as the alcohol task force. In addition, the HSP representatives participate actively in the meetings and events from the SHSP, such as the Safety Summits, Quarterly Meetings, and progress meetings. The HSP and SHSP use the same databases, coordinate the performance goals, objectives, and strategies. In addition, both define the annual action plans and continuously communicate in case of abrupt changes in the number of fatalities or serious injuries reported by the police or local media. Another important outcome is the enhancement of the team work among safety stakeholders lead by these plans.

3 Performance report

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Performance Measure Name	Progress
C-1) Number of traffic fatalities (FARS)	In Progress
C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
C-3) Fatalities/VMT (FARS, FHWA)	In Progress
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
C-6) Number of speeding-related fatalities (FARS)	In Progress
C-7) Number of motorcyclist fatalities (FARS)	In Progress
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
C-10) Number of pedestrian fatalities (FARS)	In Progress
C-11) Number of bicyclists fatalities (FARS)	In Progress
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress

C-1) Number of traffic fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Core Performance Measures and Targets: HSP FY 2018 Performance Report

The performance measures and targets below were set for the FFY as part of the HSP 2018. The progress update is based on the most recent performance measure data available at the time of HSP 2019 submission.

Overall Core Performance Goals (Shared PRHTA - Strategic Highway Safety Plan and Highway Safety Plan Performance)

- C-1 To decrease the five-year rolling average of the number of fatalities from 367.6 in 2012 to 293 in 2018.

- In 2017, Puerto Rico had 290 registered traffic fatalities. YTD - 134

C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Core Performance Measures and Targets: HSP FY 2018 Performance Report

The performance measures and targets below were set for the FFY as part of the HSP 2018. The progress update is based on the most recent performance measure data available at the time of HSP 2019 submission.

Overall Core Performance Measures PRHTA - Strategic Highway Safety Plan and Highway Safety Plan Performance)

- **C-2 To decrease the five-year rolling average of the number of serious injuries from 6,459.2 in 2012 to 4,074.0 in 2018.**
 - In 2017, Puerto Rico had 2,987 registered serious injuries. Data is not available but PR is expecting to achieve the performance measure.

C-3) Fatalities/VMT (FARS, FHWA)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Core Performance Measures and Targets: HSP FY 2018 Performance Report

The performance measures and targets below were set for the FFY as part of the HSP 2018. The progress update is based on the most recent performance measure data available at the time of HSP 2019 submission.

Overall Core Performance Measures PRHTA - Strategic Highway Safety Plan and Highway Safety Plan Performance)

- **C-3 To decrease the five-year rolling average of the rate of fatalities per HMVMT from 1.964 in 2012 to 1.690 in 2018.**
 - Data is not available but Puerto Rico is expecting to achieve the performance measure.

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Core Performance Measures and Targets: HSP FY 2018 Performance Report

The performance measures and targets below were set for the FFY as part of the HSP 2018. The progress update is based on the most recent performance measure data available at the time of HSP 2019 submission.

Program Related Core Performance Measure

- **C-4 To maintain unrestrained passenger vehicle occupant fatalities in all seating positions from the 2015 calendar year of 77 to 77 by December 31, 2018.**
 - Puerto Rico is working to achieve the performance targets by the end of 2018. YTD - 12

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Core Performance Measures and Targets: HSP FY 2018 Performance Report

The performance measures and targets below were set for the FFY as part of the HSP 2018. The progress update is based on the most recent performance measure data available at the time of HSP 2019 submission.

Program Related Core Performance Measure

- **C-5 To decrease alcohol-impaired driving fatalities 6 percent from the 2015 calendar year of 104 to 98 by December 31, 2018.**
 - Puerto Rico had made strong efforts in impaired driving activities and working to achieve the performance target by the end of 2018. YTD - 12

C-6) Number of speeding-related fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Core Performance Measures and Targets: HSP FY 2018 Performance Report

The performance measures and targets below were set for the FFY as part of the HSP 2018. The progress update is based on the most recent performance measure data available at the time of HSP 2019 submission.

Program Related Core Performance Measure

- **C-6 To maintain speeding-related fatalities from the 2015 calendar year of 118 to 118 by December 31, 2018.**
 - Puerto Rico is working to achieve the performance target by the end of 2018. YTD - 18

C-7) Number of motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**Core Performance Measures and Targets: HSP FY 2018 Performance Report**

The performance measures and targets below were set for the FFY as part of the HSP 2018. The progress update is based on the most recent performance measure data available at the time of HSP 2019 submission.

Program Related Core Performance Measure

- **C-7 To decrease motorcyclist fatalities 14 percent from the 2015 calendar year of 48 to 41 by December 31, 2018.**
 - Puerto Rico is working to achieve the performance target by the end of 2018. YTD - 14

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**Core Performance Measures and Targets: HSP FY 2018 Performance Report**

The performance measures and targets below were set for the FFY as part of the HSP 2018. The progress update is based on the most recent performance measure data available at the time of HSP 2019 submission.

Program Related Core Performance Measure

- **C-8 To decrease unhelmeted motorcyclist fatalities 10 percent from the 2015 calendar year of 29 to 26 by December 31, 2018.**
 - In 2017, Puerto Rico had 15 registered unhelmeted motorcyclist fatalities. Since overall motorcyclist fatalities are trending down, PR expects to achieve the target by the end of calendar year 2018.

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

In 2017, Puerto Rico had 13 registered drivers age 20 or younger involved in fatal crashes. PR is not expecting an increase for drivers age 20 or younger involved in fatal crashes by the end of 2018. YTD - 6

C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**Core Performance Measures and Targets: HSP FY 2018 Performance Report**

The performance measures and targets below were set for the FFY as part of the HSP 2018. The progress update is based on the most recent performance measure data available at the time of HSP 2019 submission.

Program Related Core Performance Measure

- **C-10 To reduce pedestrian fatalities 12 percent from the 2015 calendar year of 101 to 88 by December 31, 2018.**
 - Puerto Rico made strong efforts in pedestrian planned activities and is working to achieve the performance target by the end of 2018. YTD - 53

C-11) Number of bicyclists fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**Core Performance Measures and Targets: HSP FY 2018 Performance Report**

The performance measures and targets below were set for the FFY as part of the HSP 2018. The progress update is based on the most recent performance measure data available at the time of HSP 2019 submission.

Program Related Core Performance Measure

- C-11 To reduce bicyclist fatalities 27 percent from the 2015 calendar year of 11 to 8 by December 31, 2018.
 - Puerto Rico is working to achieve the performance targets by the end of 2018. YTD - 3

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Core Performance Measures and Targets: HSP FY 2018 Performance Report

The performance measures and targets below were set for the FFY as part of the HSP 2018. The progress update is based on the most recent performance measure data available at the time of HSP 2019 submission.

Program Related Core Behavior Measure

- B-1 To increase statewide observed seat belt use of front out board occupants in passenger vehicles .2 percentage points from the 2016 calendar year average usage rate of 93.8 percent to 94.0 percent by December 31, 2018.
 - In 2017, Puerto Rico decreased safety belt use rate to 87.9 percent. PR is working to increase the safety belt use rate by the end of 2018.

4 Performance plan

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.

Performance Measure Name	Target Period(Performance Target)	Target Start Year (Performance Target)	Target End Year (Performance Target)	Target Value(Performance Target)
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2015	2019	3,822.0
C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2015	2019	1.790
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Annual	2019	2019	88.0
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2015	2019	86.0
C-6) Number of speeding-related fatalities (FARS)	Annual	2019	2019	91.0
C-7) Number of motorcyclist fatalities (FARS)	Annual	2019	2019	36.0
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Annual	2019	2019	19.0
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Annual	2019	2019	28.0
C-10) Number of pedestrian fatalities (FARS)	Annual	2019	2019	88.0
C-11) Number of bicyclists fatalities (FARS)	Annual	2019	2019	9.0
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2019	2019	89.0
C-1) Number of traffic fatalities (FARS)	5 Year	2015	2019	272.0
B-2) Percentage of people that reported making cell phone calls while driving. (Survey)	Annual	2019	2019	74.0
C-12) Number of youth impaired driving fatalities	Annual	2019	2019	19.0
B-3) Mean number of days from crash date to date crash report is entered into database	Annual	2019	2019	35.0

C-2) Number of serious injuries in traffic crashes (State crash data files)

Is this a traffic records system performance measure?

No

C-2) Number of serious injuries in traffic crashes (State crash data files)-2019
Target Metric Type: Numeric
Target Value: 3,822.0
Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

To decrease the five-year rolling average of the number of serious injuries from 4,788 in 2015 to 3,822 in 2019. A constant reduction in the 5-year rolling average of serious injuries may be observed, but injuries per year have variations in both reduction and increment. It is important to work to achieve reduction and to create awareness about the importance of traffic safety and the prevention of serious injuries.

C-3) Fatalities/VMT (FARS, FHWA)

Is this a traffic records system performance measure?

No

C-3) Fatalities/VMT (FARS, FHWA)-2019
Target Metric Type: Numeric
Target Value: 1.790
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

To decrease the five-year rolling average of the rate of fatalities per HMVMT from 2.00 in 2015 to 1.79 in 2019. A constant reduction in the 5-year rolling average of fatality rate may be observed, but fatalities per year have variations in both reduction and increment. It is important to work to achieve reduction and to create awareness about traffic safety.

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Is this a traffic records system performance measure?

No

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019
Target Metric Type: Numeric
Target Value: 88.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

To decrease the number of unrestrained passenger vehicle occupant fatalities 1.12 percent from the 2017 calendar year of 89 to 88 by December 31, 2019. A reduction in the 5-year moving average of unrestrained occupant fatalities may be observed, but unrestrained fatalities per year have variations in both reduction and increment. It is important to work to achieve unrestrained occupant fatalities reduction and to create awareness about the importance of using seat belts and traffic safety.

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Is this a traffic records system performance measure?

No

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019
Target Metric Type: Numeric
Target Value: 86.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

To decrease the five-year moving average of the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above from 109 in 2015 to 86 in 2019. A constant reduction in the 5-year moving average of impaired driving fatalities may be observed, but fatalities per year have variations in both reduction and increment. It is important to work to achieve reduction and to create awareness about the importance of lives and impaired driving prevention.

C-6) Number of speeding-related fatalities (FARS)

Is this a traffic records system performance measure?

No

C-6) Number of speeding-related fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 91.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

To decrease the number of speeding-related fatalities 6.19 percent from the 2016 calendar base year of 97 to 91 by December 31, 2019. A constant reduction in the 5-year moving average of speed related fatalities may be observed, but speed related fatalities per year have variations in both reduction and increment. It is important to work to achieve speeding related fatalities reduction and to create awareness about the importance of following speed limits and traffic safety.

C-7) Number of motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-7) Number of motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 36.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

To decrease the number of motorcyclist fatalities 20 percent from the 2016 calendar base year of 45 to 36 by December 31, 2019. A constant reduction in the 5-year moving average of motorcyclist fatalities may be observed, but motorcyclist fatalities per year have variations in both reduction and increment. It is important to work to achieve motorcyclist fatalities reduction and to create awareness about sharing the road and traffic safety.

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 19.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

To decrease the number unhelmeted motorcyclist fatalities 24 percent from the 2016 calendar year of 25 to 19 by December 31, 2019. A constant reduction in the 5-year moving average of unhelmeted motorcyclist fatalities may be observed, but unhelmeted motorcyclist fatalities per year have variations in both reduction and increment. It is important to work to achieve motorcyclist fatalities reduction and to create awareness about the importance of using safety gear among motorcyclist and traffic safety.

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Is this a traffic records system performance measure?

No

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019
Target Metric Type: Numeric
Target Value: 28.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

To maintain drivers age 20 or younger involved in fatal crashes from the 2016 calendar year of 28 to 28 by December 31, 2019. A reduction in the 5-year moving average of young drivers fatalities may be observed, but fatalities per year have variations in both reduction and increment. It is important to work to, at least maintain a low number of young drivers fatalities and to create traffic safety awareness among teenagers and young adults.

C-10) Number of pedestrian fatalities (FARS)

Is this a traffic records system performance measure?

No

C-10) Number of pedestrian fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 88.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

To reduce pedestrian fatalities 1.13 percent from the 2016 calendar year of 89 to 88 by December 31, 2019. A constant reduction in the 5-year moving average of pedestrian fatalities may be observed, but pedestrian fatalities per year have variations in both reduction and increment. It is important to work to achieve reduction and to create awareness about the importance, for pedestrians, to follow traffic rules and for motorists to respect pedestrians lives.

C-11) Number of bicyclists fatalities (FARS)

Is this a traffic records system performance measure?

No

C-11) Number of bicyclists fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 9.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

To maintain bicyclists fatalities number from the 2016 calendar year of 9 to 9 by December 31, 2019. A constant number in the 5-year moving average of bicyclists fatalities may be observed, but fatalities per year have variations in both reduction and increment. It is important to maintain a low number of bicyclists fatalities and to create awareness about sharing the road with vulnerable users and traffic safety.

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Is this a traffic records system performance measure?

No

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019
Target Metric Type: Percentage
Target Value: 89.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

To increase statewide observed seat belt use of front out board occupants in passenger vehicles 1.10 percentage from the 2016 calendar year average usage rate of 87.90 percent to 89.00 percent by December 31, 2019. Target has been set considering that last year Puerto Rico registered a lower percentage of seat belt use and an increase on unrestrained occupant fatalities.

C-1) Number of traffic fatalities (FARS)

Is this a traffic records system performance measure?

No

C-1) Number of traffic fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 272.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

To decrease the five-year rolling average of the number of traffic fatalities from 337 in 2015 to 282 in 2019. A constant reduction in the 5-year moving average of total fatalities may be observed, but fatalities per year have variations in both reduction and increment. It is important to work to achieve reduction and to create awareness about the importance of traffic safety and saving lives.

B-2) Percentage of people that reported making cell phone calls while driving. (Survey)

Is this a traffic records system performance measure?

No

B-2) Percentage of people that reported making cell phone calls while driving usage. (Survey)-2019
Target Metric Type: Percentage
Target Value: 74.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

To decrease the percentage of people that reported making cell phone calls while driving from 76.3% on 2017 to 74% in 2019. Based on PRTSC distraction awareness campaigns and enforcement efforts a reduction in the use of cell phones while driving is expected. Distracted driving continues to be an emerging traffic issue in our Island and there's not much data to establish other target.

C-12) Number of youth impaired driving fatalities

Is this a traffic records system performance measure?

No

C-12) Number of youth impaired driving fatalities-2019
Target Metric Type: Numeric
Target Value: 19.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

To maintain youth impaired driving fatalities from the 2015 calendar year of 19 to 19 by December 31, 2019. A constant number in the 5-year moving average of youth impaired driving may be observed, but youth impaired driving fatalities per year have variations in both reduction and increment. It is important to maintain a low number of youth impaired driving fatalities and to create keep educating teenagers and young adults about the dangers of drinking and driving.

B-3) Mean number of days from crash date to date crash report is entered into database

Is this a traffic records system performance measure?

Yes

Primary performance attribute:	Timeliness
Core traffic records data system to be impacted:	Crash

B-3) Mean number of days from crash date to date crash report is entered into database
Target Metric Type: Percentage
Target Value: 35.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

To collect digital data from the Police Accident Report (PAR) from 0 percent in 2017 to 35% by the end of the calendar year 2019.

After the implementation of the Police Accident Report , PPR-621.4 (formerly known as PPR-93), the time between the crash event and the upload into DOT database will be reduced. This applies to crashes that occurred during year 2018. Next step will be sharing the data with Project Implementation of CARE System to Puerto Rico Crash Data. This project will be responsible of quality control, verify variables, clean data and send it to the University of Alabama to be upload into SAFETY/CARE system. Final data will be used by Agencies , organizations and general public to establish traffic problems, hotspots, etc.

Performance measure was chosen because it's measurable and responds to the digital integration of databases.

State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.	
Check the box if the statement is correct.	Yes
Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.	
A-1) Number of seat belt citations issued during grant-funded enforcement activities*	
Fiscal year	2017
Seat belt citations	59,219
A-2) Number of impaired driving arrests made during grant-funded enforcement activities	

Fiscal year	2017
Impaired driving arrests	2,657
A-3) Number of speeding citations issued during grant-funded enforcement activities*	
Fiscal year	2017
Speeding citations	24,088

5 Program areas

Program Area Hierarchy

1. Occupant Protection (Adult and Child Passenger Safety)
 - Short-term, High Visibility Seat Belt Law Enforcement
 - Seat Belt Enforcement - Mobilization Overtime
 - FAST Act 405b OP Low
 - FAST Act NHTSA 402
 - Occupant Protection Observational Survey
 - Occupant Protection Observational Surveys
 - FAST Act 405b OP High
 - Highway Safety Office Program Management (OP)
 - Occupant Restraint Coordinator
 - FAST Act NHTSA 402
 - CPST Training
 - Increase Child Protection & Education
 - FAST Act 405b OP High
 - Child Restraint System Inspection Station(s)
 - Puerto Rico Fire Department - Fitting Stations
 - FAST Act 405b OP Low
 - FAST Act 405b OP High
2. Police Traffic Services
 - Speed and Aggressive Driving Attitude Survey
 - Speed and Aggressive Driving Surveys
 - FAST Act NHTSA 402
 - Short-term, High Visibility Law Enforcement (PTS)
 - Speed Enforcement Mobilization
 - FAST Act NHTSA 402
 - Law Enforcement Liaison
 - Law Enforcement Liaison Program
 - FAST Act NHTSA 402
 - Highway Safety Office Program Management (PTS)
 - Traffic Enforcement Coordinator
 - FAST Act NHTSA 402
3. Impaired Driving (Alcohol)
 - Victims Impact Panel
 - Victims Impact Panel Program
 - 164 Transfer Funds-AL
 - Support for Victims of Drunk Drivers
 - 164 Transfer Funds-AL
 - Short-term, High Visibility Law Enforcement (ID)
 - Impaired Driving Overtime Enforcement
 - MAP 21 405d Impaired Driving Mid
 - MAP 21 405d Impaired Driving Mid
 - MAP 21 405d Impaired Driving Mid
 - SFST Program Coordinator
 - SFST Program Coordinator
 - 164 Transfer Funds-AL
 - Impaired Driving Attitude Survey
 - Impaired Driving Surveys
 - 154 Transfer Funds-AL
 - Highway Safety Office Program Management (ID)
 - Impaired Driving Program Coordinator
 - 164 Transfer Funds-AL
 - DWI Prosecution
 - Impaired Driving Prosecution Enhancement
 - 164 Transfer Funds-AL
 - Data Driven Puerto Rico Alcohol Impaired Driving Study

- Drivers Abilities After Alcohol Consumption Simulation Study
 - 154 Transfer Funds-AL
 - 154 Transfer Funds-AL
- Alcohol Screening for Prosecutorial Evidence
 - Alcohol Toxicology Lab
 - 154 Transfer Funds-AL
 - 154 Transfer Funds-AL

4. Youth Impaired Driving

- Youth Programs - Peer to Peer Approach
 - FIESTA VI - UPR Mayaguez Campus
 - 154 Transfer Funds-AL
 - FIESTA II - UPR Rio Piedras Campus
 - 154 Transfer Funds-AL
 - FIESTA VIII - UPR Cayey Campus
 - 164 Transfer Funds-AL
 - FIESTA IX - UPR Ponce Campus
 - 164 Transfer Funds-AL
 - FIESTA CREATIVO
 - 164 Transfer Funds-AL
 - FIESTA XII - PUCPR Ponce
 - 164 Transfer Funds-AL
 - 154 Transfer Funds-AL
 - FIESTA - UPR Utuado Campus
 - 164 Transfer Funds-AL
 - FIESTA XI - UPR Aguadilla Campus
 - 164 Transfer Funds-AL
 - FIESTA PISTA XIII - UMET
 - 164 Transfer Funds-AL
 - 154 Transfer Funds-AL
 - POLI FIESTA XVI - PUPR
 - 154 Transfer Funds-AL
 - FIESTA ACAA
 - 164 Transfer Funds-AL

5. Communications (Media)

- Communication Campaign
 - Motorcycle Safety Media Campaign
 - FAST Act NHTSA 402
 - Occupant Protection Media Campaign
 - FAST Act NHTSA 402
 - Impaired Driving Media Campaign
 - MAP 21 405d Impaired Driving Mid
 - MAP 21 405d Impaired Driving Mid
 - Youth Impaired Driving Media Campaign
 - MAP 21 405d Impaired Driving Mid
 - Speed and Aggressive Media Campaign
 - FAST Act NHTSA 402
 - Non-Motorized Media Campaign
 - FAST Act 405h Nonmotorized Safety
 - FAST Act 405h Nonmotorized Safety
 - Motorcycle Awareness Media Campaign
 - MAP 21 405f Motorcycle Programs
 - FAST Act 405f Motorcycle Programs
 - FAST Act 405f Motorcycle Programs
 - MAP 21 405f Motorcycle Programs
 - Distracted Driving Media Campaign
 - FAST Act NHTSA 402

6. Community Traffic Safety Program

- Highway Safety Office Program Management (CTSP)
 - Community Programs Coordinator
 - FAST Act NHTSA 402
- Community Traffic Safety Prevention and Education
 - Community Program of Sabana Grande
 - FAST Act NHTSA 402
 - Community Program of Naranjito
 - FAST Act NHTSA 402
 - Community Program of Isabela
 - FAST Act NHTSA 402
 - Community Program of Guayama
 - FAST Act NHTSA 402
 - Community Program of Cataño
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402
 - Community Program of San Germán

- FAST Act NHTSA 402
 - Community Program of Barceloneta
 - FAST Act NHTSA 402
 - Community Program of Vega Baja
 - FAST Act NHTSA 402
 - Community Program of Guaynabo
 - FAST Act NHTSA 402
 - Traffic Safety Education Park (PESET)
 - FAST Act NHTSA 402
- 7. Traffic Records
 - IT Consultant
 - Traffic Records IT Consultant
 - FAST Act 405c Data Program
 - Improves timeliness of a core highway safety database
 - Analysis and Compilation of Traffic Crashes 2019
 - MAP 21 405c Data Program
 - Improves accessibility of a core highway safety database
 - SAFETY/CARE System to Puerto Rico Crash Data 7
 - FAST Act 405c Data Program
 - MAP 21 405c Data Program
 - Highway Safety Office Program Management (TR)
 - Traffic Records Coordinator
 - FAST Act NHTSA 402
- 8. Non-motorized (Pedestrians and Bicyclist)
 - Short term, High Visibility Law Enforcement (NM)
 - Non-Motorized High Visibility Enforcement
 - FAST Act 405h Nonmotorized Safety
 - Pedestrian and Bicycle Safety Zones
 - Non-Motorized Education Safety Zones
 - FAST Act 405h Nonmotorized Safety
 - Highway Safety Office Program Management (NM)
 - Non-Motorized Coordinator
 - FAST Act NHTSA 402
 - Elderly Pedestrian Education
 - Office of the Ombudsman for the Elderly
 - FAST Act NHTSA 402
- 9. Motorcycle Safety
 - Motorcycle Safety Facilitators (MSF)
 - Motorcycle Safety Facilitators (MSF)
 - FAST Act NHTSA 402
 - Highway Safety Office Program Management (MS)
 - Motorcycle Safety Coordinator
 - FAST Act NHTSA 402
- 10. Distracted Driving
 - Short-term, High-Visibility Law Enforcement (DD)
 - Distracted Driving Mobilizations
 - FAST Act NHTSA 402
 - Highway Safety Office Program Management (DD)
 - Distracted Driving Coordinator
 - FAST Act NHTSA 402
 - Distracted Driving Attitude Survey
 - Distracted Driving Attitude Surveys
 - FAST Act NHTSA 402
- 11. Planning & Administration
 - (none)
 - Administer Program
 - FAST Act NHTSA 402
 - Evaluate HSP Tasks
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402
 - 154 Transfer Funds-PA
 - Federal Program Manager
 - FAST Act NHTSA 402
 - 154 Transfer Funds-PA
 - Administer Program
 - FAST Act NHTSA 402

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

Program area type Occupant Protection (Adult and Child Passenger Safety)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

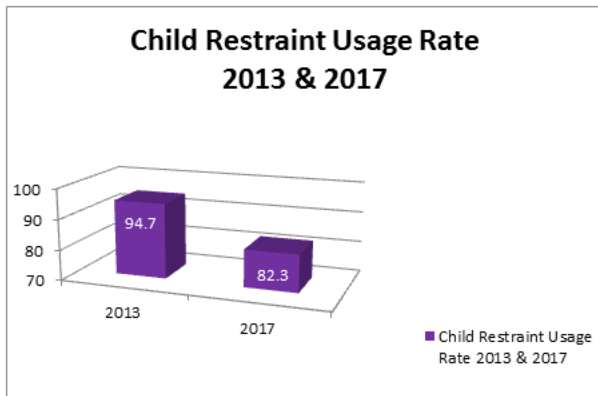
Yes

Problem identification

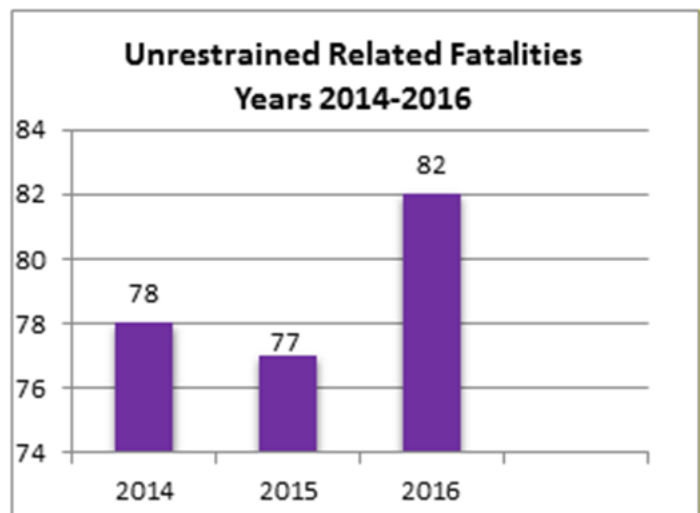
Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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 serious injury and death 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 2017 was 87.90%; this reflects a decrease in seatbelt use during 2017. Child restraint was 82.30% during 2017.

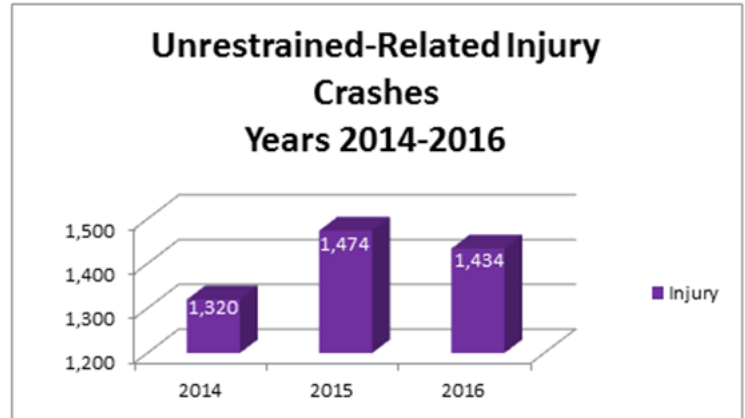
USAGE RATES BY YEAR						
		2013	2014	2015	2016	2017
Seat Belt		89.70%	89.50%	91.80%	93.80%	87.90%
Child Safety Seat		No Survey	No Survey	No Survey	No Survey	82.30%



Data for the 2014-2016 periods shows a total of 237 unrestrained fatalities. Fatalities by gender during this three-year period show that 80% of these were male and 20% were female. Therefore, males are overrepresented in unrestrained occupant fatalities. As in other priority areas, most of the unrestrained fatalities were young adults among the 16-24 years old age group, followed by the 25-34 years age group. Unrestrained fatalities occurred mostly at night time, between the hours of 10:00 pm - 5:59 am.



When analyzing unrestrained fatalities by day of the week during the 2014-2016 periods, it shows that days with most fatalities were Friday, Saturday and Sunday. Of total 143 unrestrained fatalities, 60% were on these days. According to vehicle seating position fatality data, front seat passengers accounted for the great majority of passenger fatalities.



Studies have proven that the correct use of child safety seats is extremely effective in reducing the risk of death in children. However, nearly 73% of these are not installed or used correctly. During 2017, child restraint usage has reached 82.3% 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 car 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 2019.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Annual	2019	88.0
2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2019	89.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Seat Belt Law Enforcement
2019	Occupant Protection Observational Survey
2019	Highway Safety Office Program Management (OP)
2019	CPST Training
2019	Child Restraint System Inspection Station(s)

5.1.1 Countermeasure Strategy: Short-term, High Visibility Seat Belt Law Enforcement

Program area	Occupant Protection (Adult and Child Passenger Safety)
Countermeasure strategy	Short-term, High Visibility Seat Belt Law Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

PRTSC conducts two (2) 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 2018 and May 2019.

The Click It or Ticket (CIOT), National Campaign will be held from May 20 to June 2, 2019. PRTSC, as in previous years, will grant funds for overtime hours to State Police and Municipal Police, and will be supported by a media campaign. 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 8-14, 2018, 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. For both mobilizations, greater participation will be requested in the geographic areas in which at least 70 percent of the unrestrained passenger vehicle occupant fatalities, combined fatalities and serious injuries occurred. As an effective measure, Police funds will be granted through mini-grants.

Selection of Municipal Police 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 than evaluated by the coordinator and LEL's. In the evaluation process it is concluded if budget and projections proposed are reasonable and achievable.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

PRTSC will provide grant funds for overtime hours to participate in the CIOT and OP mobilizations, to State and Municipal law enforcement agencies to implement seat belt saturation and/or tactical overtime patrols. Funding is provided to top performing municipalities decreasing unbelted crashes depends upon identifying high crash locations and planning and implementing interventions and countermeasures to address the problem.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This strategy is based on NHTSA's Uniform Guidelines for State Highway Safety Programs, Guideline # 20, and Chapter III. Enforcement Program.

This countermeasure strategy is rationale because locate High-Visibility Enforcement (HVE) operations and community outreach to promote safer behaviors and to reinforce the message through law enforcement to increase compliance with appropriate traffic laws.

It is a reasonable budget for the project to achieve the implementation of planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-05-XX	Seat Belt Enforcement - Mobilization Overtime	Short-term, High Visibility Seat Belt Law Enforcement

5.1.1.1 Planned Activity: Seat Belt Enforcement - Mobilization Overtime

Planned activity name	Seat Belt Enforcement - Mobilization Overtime
Planned activity number	19-05-XX
Primary countermeasure strategy	Short-term, High Visibility Seat Belt Law Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on

impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This planned activity has a purpose, increase seat belt use and educate the public on the impact belt use has had on reducing injuries and fatalities in motor vehicle crashes. Based in this data, PRTSC planned conducted (2) Mobilizations on the hours of 12:00 pm- 8:00 pm, the Click It or Ticket campaign will be conducted from May 20 @ June 2, 2019, and Seat Belt Enforcement Mobilization from October 8-14, 2018 . 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. For both mobilizations, greater participation will be requested in the geographic areas in which at least 70 percent of the unrestrained passenger vehicle occupant fatalities, combined fatalities and serious injuries occurred. This type of enforcement has proven to be an effective mechanism to maintain awareness on these matters of road safety.

Enter intended subrecipients.

State Police and Municipal Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Seat Belt Law Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP Low	405b OP Low (FAST)	\$291,997.93	\$58,399.00	\$0.00
2018	FAST Act NHTSA 402	Occupant Protection (FAST)	\$188,002.07	\$37,600.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.2 Countermeasure Strategy: Occupant Protection Observational Survey

Program area	Occupant Protection (Adult and Child Passenger Safety)
Countermeasure strategy	Occupant Protection Observational Survey

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Three surveys will be conducted: observational survey for seat belt and child restrained enforcement efforts and knowledge and attitude surveys to measure the effectiveness of campaigns, especially paid media. This will aid in planning future enforcement and media strategies for upcoming campaigns. In addition, Attitude Surveys are useful in identifying which strategies were effective and areas to improve and/or adjust according to people's responses/opinions.

Surveys become more relevant when unrestrained fatalities rise, which is the case in Puerto Rico, and seat belt use decreases. It is important to differentiate among age group perceptions and opinions regarding seat belt and child restrained in order to reconcile those differences in a creative way that will allow PRTSC to develop effective educational materials and media concepts.

Observational and Attitude Survey Statistics and Research funded activities:

- contract a professional firm with experience and knowledge on surveys, data collection and analysis
- review surveys methodology, sample and questions to ensure guidelines compliance and sample characteristics
- conduct the seat belt and car seat observational survey
- conduct the car seat and seat belt attitude survey
- discuss an approve final survey report data and results

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Will administrate attitude surveys that aim the strengths and weaknesses of occupant protection program to identify the behaviors among vehicle occupants towards seat belt and child passenger safety media campaigns. A specialized market research agency with experience in road safety will be contracted to do the survey.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Will sustain all proposed planned activities and derive target market to identify specific population segments based on data age and gender. It will also be taken in consideration problem cities and locations and date period.

- This strategy is based on Countermeasures that Work 2015, Chapter 2, Seat Belt and Child Restraint Section 3.1, Communications and Outreach Supporting Enforcement.
- This strategy is based on NHTSA's Uniform Guidelines for State Highway Safety Programs, Guideline # 20, and Chapter VII. Data and Program Evaluation.

This countermeasure strategies are the rationale that will be implemented in the FY2019 by the Highway Safety Office. This strategy is proven effective nationally and by other jurisdictions, and have been successful in Puerto Rico, and are appropriate given the data in the problem identification and the resources available.

It is a reasonable budget for the project to achieve the implementation of planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-05-29	Occupant Protection Observational Surveys	Occupant Protection Observational Survey

5.1.2.1 Planned Activity: Occupant Protection Observational Surveys

Planned activity name	Occupant Protection Observational Surveys
Planned activity number	19-05-29
Primary countermeasure strategy	Occupant Protection Observational Survey

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

SEAT BELT AND CAR SEAT OBSERVATIONAL SURVEY	
SURVEY FIELD WORK*:	August 11 to September 6, 2019
SURVEY DATA ANALYSIS:	September 8 to 13, 2019
SURVEY SUBMISSION, DISCUSSION AND APPROVAL:	September 16 to 20, 2019

* Based on PRTSC Approved Design of 2017

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.

CAMPAIGN TO EVALUATE:	Car Seat Educational Campaign; September 23 to 29, 2018
SURVEY QUESTIONIER AND SELECTION APPROVAL:	October 22 to 26, 2018
SURVEY FIELD WORK:	November 5 to 17, 2018
SURVEY DATA ANALYSIS:	November 18 to 23, 2018
SURVEY SUBMISSION, DISCUSSION AND APPROVAL:	November 26 to 30, 2018

MOBILIZATION TO EVALUATE:	CIOT Enforcement Mobilization; May 20 to June 2, 2019
SURVEY QUESTIONIER AND SELECTION APPROVAL:	June 17 to 21, 2019
SURVEY FIELD WORK:	June 23 to July 6, 2019
SURVEY DATA ANALYSIS:	July 8 to 12, 2019
SURVEY SUBMISSION, DISCUSSION AND APPROVAL:	July 15 to 19, 2019

Enter intended subrecipients.

State Agency - Puerto Rico Traffic Safety Commission and Private Contractor

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Occupant Protection Observational Survey

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP High	405b High Occupant Protection (FAST)	\$95,000.00	\$19,000.00	\$0.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.3 Countermeasure Strategy: Highway Safety Office Program Management (OP)

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Highway Safety Office Program Management (OP)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This project main objective is to provide a Program Coordinator to work with the vehicle's occupant safety (driver and passenger). The Coordinator's salary is 85% funded from this project and 15% from the Distracted Driving Program. A program that involves many government agencies, civic groups and private industry requires coordination at the PRTSC level. Also, local and stateside travel, equipment, and consultant costs are funded.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The Occupant Coordinator will ensure that all program activities are carried out in accordance with the problem identified, salary, indirect cost, local and stateside travel, equipment, and consultant costs are funded. The OP Coordinator will centralize their efforts to have a planning, implementation and coordination program to achieve and maintain high seat belt rates.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This strategy is based on NHTSA's Uniform Guidelines for State Highway Safety Programs, Guideline # 20, and Chapter I. Program Management.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-05-03	Occupant Restraint Coordinator	Highway Safety Office Program Management (OP)

5.1.3.1 Planned Activity: Occupant Restraint Coordinator

Planned activity name	Occupant Restraint Coordinator
Planned activity number	19-05-03
Primary countermeasure strategy	Highway Safety Office Program Management (OP)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project main objective is to provide a Program Coordinator to work with the vehicle's occupant safety (driver and passenger). The Coordinator's salary is 85% funded from this project and 15% from the Distracted Driving Program. Also, local and stateside travel, equipment, and consultant costs are funded.

Enter intended subrecipients.

State Agency - Puerto Rico Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management (OP)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018		FAST Act NHTSA 402	Occupant Protection (FAST)	\$46,748.00	\$9,350.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.4 Countermeasure Strategy: CPST Training

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy CPST Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 405(b) funds, to be distributed through PRTSC's loaning programs.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The CPST Training, are carried out in accordance with the problem identified, funding for training equipment, training materials, travel, per diem, lodging, and other related costs. PRTSC has established permanent fitting stations in Fire Stations, Community Programs and some State and Municipal Police, with certified Technicians (CPST). As a result of daily inspections and checkpoints carried out in the different stations, 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 2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-05-27	Increase Child Protection & Education	CPST Training

5.1.4.1 Planned Activity: Increase Child Protection & Education

Planned activity name	Increase Child Protection & Education
Planned activity number	19-05-27
Primary countermeasure strategy	CPST Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This Project will increase the number of trained CPS technicians across the Island.

Conduct (2) CPST Course

- Train 40 New child passenger safety technicians
- Conduct 7,500 inspections in the permanent fitting stations.

CPS Technicians

Numbers of Classes	Possible Dates	Alternate Dates	Location of Classes	Estimated Number of Students
2 for FY19	April 16-19 , 2019 August 20-23, 2019	March 5-8, 2019 May 14-17, 2019	Training Room Metropolitan Bus Authority (AMA), San Juan	20 per each class

Enter intended subrecipients.

State Agency - Puerto Rico Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	CPST Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP High	405b High Occupant Protection (FAST)	\$70,700.00	\$14,140.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.5 Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program area	Occupant Protection (Adult and Child Passenger Safety)
Countermeasure strategy	Child Restraint System Inspection Station(s)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

PRISC 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 car seats are installed incorrectly or the child is not using the proper seat due weight and height requirements. Based on this data, the PRISC has established that the increase of use of child restraint seats and its correct use are a priority that must be addressed during 2019.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Child Restraint System Inspection Station, ascribed in the PR Fire Department promote the use of child restraints and assure that a plan has been developed to provide an adequate number of inspection stations and check-up events. The PRISC 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 equipment rental for inspections and/or clinics, materials and maintenance for the vehicles needed to carry equipment (seats) for clinics or distribution.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

-This strategy is based on NHTSA's Uniform Guidelines for State Highway Safety Programs, Guideline # 20, and Chapter V. Occupant Protection for Children Program.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier Planned Activity Name Primary Countermeasure

5.1.5.1 Planned Activity: Puerto Rico Fire Department - Fitting Stations

Planned activity name Puerto Rico Fire Department - Fitting Stations

Planned activity number 19-05-39

Primary countermeasure strategy Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

State Agency - Puerto Rico Fire Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP Low	405b OP Low (FAST)	\$8,002.07	\$1,600.00	\$0.00
2018	FAST Act 405b OP High	405b High Occupant Protection (FAST)	\$8,317.93	\$1,663.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2 Program Area: Police Traffic Services

Program area type Police Traffic Services

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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 PRPD and the Municipality Police to enforce traffic laws and prevent traffic violations.

YEAR	SPEEDING CITATIONS	DWI INTERVENTIONS	DWI ARRESTS	SEAT BELT CITATIONS	CHILD RESTRAINT CITATIONS	CELL PHONE CITATIONS	OTHER MOVING CITATIONS
2014	112,566	8,089	6,750	155,465	5,193	73,332	481,560
2015	131,138	7,544	6,165	130,937	4,315	66,571	403,472
2016	110,953	7,821	6,189	145,512	2,489	67,795	361,325
2017	93,967	5,096	4,225	92,189	1,670	47,217	202,649

YEAR	SPEEDING CITATIONS	DWI INTERVENTIONS	DWI ARRESTS	SEAT BELT CITATIONS	CHILD RESTRAINT CITATIONS	CELL PHONE CITATIONS	OTHER MOVING CITATIONS
2014	7,065	DATA NOT AVAILABLE	962	12,969	312	6,745	55,496
2015	13,867	2,727	997	24,812	270	14,100	100,346
2016	8,009	2,620	723	13,423	73	8,223	37,404
2017	8,020	2,620	723	13,423	73	8,223	37,404

Puerto Rico Police Department and the Municipality Police has been showing a decrease in traffic citations over the past years, which may be attributed to various factors. During 2017 in the month of September we had two hurricanes, Irma and Maria the island was destroy and infrastructure was devastated, in addition it was no electricity around the island for months, that's why PRPD and the Municipality Police were concentrated in other areas. In addition, due to Puerto Rico's fiscal situation, many police officers have been migrating to other parts of the world looking for better opportunities and better salaries to support their families, reducing the number of officers patrolling the streets. Out dated and a lack of equipment to

carry out traffic interventions is also a determining factor. Lately the police force has also suffered a reduction of personnel caused by the retirement of a considerable number of officers, and the difficulty the department has had to recruit new members due also to the high numbers of citizens migrating.

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

Speed and Aggressive driving is a major factor in fatal crashes, regardless of road type or functional class. For the 2014-2016 periods Puerto Rico had 330 speeding related fatalities. In the 2014 reported, 115 fatalities according to FARS, in 2015 there were 118 speeding related death were record, representing 36% of total traffic fatalities, and 3% increase from 2014. In addition, for the year 2016 we have 97 speed related fatalities that's represent a 29%. A 59% of speed related fatality were alcohol related.

Speeding Factor Fatalities Years 2014- 2016	
Years	Fatalities
2014	115
2015	118
2016	97

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 2014-2016:

- 78% of total speeding fatalities were male and 22% female.
- 55% of speed related fatalities were between 18-36 years old.
- Weekends accounted for most speed related fatalities: Sundays in first place with 25%, Saturday with 19% and Monday with 16%.
- 72% speed related fatalities occurred between 6:00 pm- 5:59 am.
- Month reported with most speed related fatalities:
 - November with 37 fatalities or 11% of the total.
 - July with 33 fatalities or 10% of the total.
 - February and December with 30 fatalities each or 9% of the total.

Analysis of speed and aggressive fatal and injury crashes in 2014-2016 illustrated the following:

- 38% of fatal and injury crashes occurred on primary roads.
- 29% of crashes occurred on secondary roads.
- 21% of crashes occurred on tertiary roads.

ROAD CLASS AND JURISDICTION	INJURY			TOTAL
	2014	2015	2016	
PRIMARY STATE ROAD (REGIONAL)	4,939	5,078	5,181	15,198
SECONDARY STATE ROAD (INTERMUNICIPAL)	2,471	2,657	2,658	7,786
TERTIARY STATE ROAD (INTRAMUNICIPAL)	1,063	1,105	1,095	3,263
STREET (MUNICIPAL ROAD)	755	798	702	2,255
TOTAL	9,228	9,638	9,636	28,502

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-6) Number of speeding-related fatalities (FARS)	Annual	2019	91.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Speed and Aggressive Driving Attitude Survey
2019	Short-term, High Visibility Law Enforcement (PTS)
2019	Law Enforcement Liaison
2019	Highway Safety Office Program Management (PTS)

5.2.1 Countermeasure Strategy: Speed and Aggressive Driving Attitude Survey

Program area Police Traffic Services
Countermeasure strategy Speed and Aggressive Driving Attitude Survey

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities

during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

An attitude survey will be conducted to measure the effectiveness of traffic speed campaigns, especially paid media, to aid in planning future enforcement and media strategies for upcoming campaigns. This Attitude Survey is useful tool in identifying which strategies were effective and areas to improve, especially in Puerto Rico where 37% of traffic fatalities, for years 2014-2016, were speeding related.

- Speed Attitude Survey Statistics and Research- funded activities
 - contract a professional firm with experience and knowledge on surveys, data collection and analysis
 - review survey's methodology, sample and questions to ensure guidelines compliance and sample
 - characteristics conduct the speed and aggressive driving attitude survey
 - discuss and approve final survey report data and results

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Will administrate attitude surveys that aim the strengths and weaknesses of the speed and aggressive driving program to identify the behaviors among vehicle drivers towards speed and aggressive driving media campaigns. A specialized market research agency with experience in road safety will be contracted to do the survey.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Will sustain all proposed planned activities and derive target market to identify specific population segments based on data age and gender. It will also be taken in consideration problem cities and locations and date period.

It is a reasonable budget for the project to achieve the implementation of planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-03-00	Speed and Aggressive Driving Surveys	Speed and Aggressive Driving Attitude Survey

5.2.1.1 Planned Activity: Speed and Aggressive Driving Surveys

Planned activity name	Speed and Aggressive Driving Surveys
Planned activity number	19-03-00
Primary countermeasure strategy	Speed and Aggressive Driving Attitude Survey

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

MOBILIZATION TO EVALUATE:	Speed Enforcement Mobilization; February 11 to 24, 2019
SURVEY QUESTIONIER AND SELECTION APPROVAL:	March 5 to 9, 2019
SURVEY FIELD WORK:	March 17 to 30, 2019
SURVEY DATA ANALYSIS:	April 1 to 7, 2019
SURVEY SUBMISSION, DISCUSSION AND APPROVAL:	April 8 to 12, 2019

Enter intended subrecipients.

State Agency - Puerto Rico Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Speed and Aggressive Driving Attitude Survey

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$15,000.00	\$3,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

5.2.2 Countermeasure Strategy: Short-term, High Visibility Law Enforcement (PTS)

Program area Police Traffic Services

Countermeasure strategy Short-term, High Visibility Law Enforcement (PTS)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Program management provides oversight of the Speed and Aggressive Driving to:

- Reduce Speed and Aggressive driving fatalities.
- Achieve a greater awareness among Aggressive drivers of law enforcement's efforts through citations and HVE.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Program management provides oversight of the Speed and Aggressive drivers program to:

- To increase the amount of citation during the year with a day by day enforcement.
- Achieve a greater awareness among aggressive drivers of law enforcement efforts with the HVE mobilizations.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

One of the most outstanding factors of roads fatalities is the Speed and Aggressive driving, with the help of education in adjoining of law enforcement by the State Police and Municipality Police during HVE mobilizations, speed enforcement strategies will be used in areas or regions at high risk.

This countermeasure strategy is rationale because locate High-Visibility Enforcement (HVE) operations and community outreach to promote safer behaviors and to reinforce the message through law enforcement to increase compliance with appropriate traffic laws.

It is a reasonable budget for the project to achieve the implementation of planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-03-XX	Speed Enforcement Mobilization	Short-term, High Visibility Law Enforcement (PTS)

5.2.2.1 Planned Activity: Speed Enforcement Mobilization

Planned activity name	Speed Enforcement Mobilization
Planned activity number	19-03-XX
Primary countermeasure strategy	Short-term, High Visibility Law Enforcement (PTS)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

PRTSC will provide funds for equipment and pieces to enhance speeding enforcement efforts. Currently the radar equipment for Municipal and State Police has more than ten years, and they are not in good condition. We have several Municipal Police and State Police that have no radar and cannot intervene with drivers who drive over the speed limit. This equipment is acquired approximately every ten years, for this reason budget for this project on FY2019 is higher because it combines the purchase of radars and mobilization. This equipment will be monitored quarterly. The cost per equipment (Stalker DSR Enhanced Counting Unit, 1.5 PCB & Stalker II Moving Radar) is between \$1,495.00 - \$3,800.00. Radars and related equipment and maintenance for Municipal and State Police.

In addition, during February 2019, PRTSC will grant funds for overtime hours to State and Municipal Police for the Speed Enforcement Mobilization, support through safety education and informational materials with the new amendments and fines of law 22 about speeding and aggressive driving may also be provide in conjunction with enforcement. The PRTSC will continue to support enforcement projects designed to increase 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 high crash areas is encourage, routine day to day enforcement between February 11 to February 24 is also needed to increase the public's perception on the risk of apprehension. The public participation of 20 Municipality Police.

Enter intended subrecipients.

State Police and Municipal Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Law Enforcement (PTS)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Speed Enforcement (FAST)	\$480,000.00	\$96,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.3 Countermeasure Strategy: Law Enforcement Liaison

Program area	Police Traffic Services
Countermeasure strategy	Law Enforcement Liaison

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The problem identification of this program area is representative of speeding data related to crashes, injuries and fatalities, the Police Traffic Services section serves to support the maintenance and function of the Law Enforcement Liaison (LEL) position within the HSO. The function of the LEL's is to support and address other traffic initiatives outlined in this plan.

Speeding related crashes, injuries and fatalities will be addressed through funding High Visibility Enforcement (HVE) projects. The goal of the LEL is to provide a link between the HSO, law enforcement agencies and other safety partners. The LEL provides assistance in organizing enforcement efforts during national mobilizations as well as local campaigns.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The LEL's will be focus on different strategies to reduce injuries and fatalities around the island, working hand by hand with the Puerto Rico Police Department and the Municipality Police during the mobilizations by helping them with the paper work and visits during those campaigns for better results. Support of national and local initiatives and policies that promote traffic safety programs and enforcement. In addition, work with law enforcement agencies to increase enforcement of traffic safety laws.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Working with the HVE mobilizations with the different programs and the funds for overtime hours for State and Municipal Police during mobilizations. Various law enforcement strategies will be used, including dedicated roving patrols and enforcement details within Municipalities and region at high risk. Enforcement in high crash areas will be encouraged. In addition, a routine day by day enforcement is needed to increase the public's perception on the risk of apprehension. The LEL's are trained to detect and correct problems quickly, and improve police traffic services.

This strategy is base in NHTSA's uniform guideline, #15, Chapter VI. training and Chapter VII, Evaluation.

This countermeasure strategy is the rationale that will be implemented in the FY2019 by the highway safety office. This strategy is proven effective nationally and other jurisdictions, and has been successful in Puerto Rico, and is appropriate given the data in the problem identification and the resources available.

It is a reasonable budget for the project to achieve the implementation of planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-03-03	Law Enforcement Liaison Program	Law Enforcement Liaison

5.2.3.1 Planned Activity: Law Enforcement Liaison Program

Planned activity name	Law Enforcement Liaison Program
Planned activity number	19-03-03
Primary countermeasure strategy	Law Enforcement Liaison

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 resource. LEL's are trained to detect and correct problems quickly, and improve police traffic services. Retired ranking two officers will serve as experts in police and enforcement matters to guide PRTSC in the decision-making process regarding enforcement. In addition, they continue to coordinate at least two training below 100 for all officers of the Municipal Police. Primary responsibilities of the LEL include: serving as the liaison between the law enforcement community, key partners and the grant applications, encouraging use of proven countermeasures and evaluation measures. These collaborative approaches facilitate mutual respect and foster lasting partnerships to accomplish shared goals for traffic safety and reductions in crashes, fatalities, and injuries.

Project will fund contractual services, trainings, training materials, and travel, etc.

Enter intended subrecipients.

State Agency - Puerto Rico Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities**Fiscal Year Countermeasure Strategy Name**

2019 Law Enforcement Liaison

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$139,800.00	\$27,960.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.2.4 Countermeasure Strategy: Highway Safety Office Program Management (PTS)

Program area Police Traffic Services

Countermeasure strategy Highway Safety Office Program Management (PTS)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and

maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Police Traffic Services and the Traffic Enforcement Coordinator will emphasize on speed, impaired driving and occupant protection. However, a comprehensive approach to traffic safety enforcement to prevent traffic violations that may trigger in injuries or fatalities is necessary to achieve injury and fatality reductions.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Therefore, enforcement efforts should focus on reducing driver's behaviors such as speeding, aggressive driving and distracted driving. That's why enforcement is critical to achieve compliance with speed limits by integrating speed enforcement into related highway safety and priority enforcement activities such as impaired driving prevention, seat belt use among others. According traffic police officers, speeding and aggressive driving behavior is the most probable cause for intervening with drivers.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

With the HVE mobilizations integrating Puerto Rico Police Department and the Municipal Police we will focus in those areas were the most fatalities and crashes occur, fatalities will be reduced. in addition, the Traffic Enforcement Coordinator with SHSO will combine education pointed to the aggressive drivers through law enforcement and enhanced by coordination and cooperation among the engineering and educational disciplines to reduce speeding related fatalities, injuries and crashes. This strategy is based on Highway Safety Program Guideline No. 19.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-03-78	Traffic Enforcement Coordinator	Highway Safety Office Program Management (PTS)

5.2.4.1 Planned Activity: Traffic Enforcement Coordinator

Planned activity name	Traffic Enforcement Coordinator
Planned activity number	19-03-78
Primary countermeasure strategy	Highway Safety Office Program Management (PTS)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project proposes for Coordinator to be in charge of managing Speed Enforcement Mobilizations, LEL's Program and Speed Enforcement Equipment projects of the State and Municipal Police forces. Salaries, local and stateside training, travel expenses, materials and equipment Will be funded.

Coordinator will work with Police Traffic Services Program and Motorcycle Safety Program , with 50% funds each.

In addition the Traffic Enforcement Coordinator will give support to other programs that work with enforcement and mobilizations including the LELs.

Enter intended subrecipients.

State Agency - Puerto Rico Traffic Safety Commission, State Police and Municipal Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management (PTS)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$31,037.00	\$6,207.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3 Program Area: Impaired Driving (Alcohol)

Program area type Impaired Driving (Alcohol)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

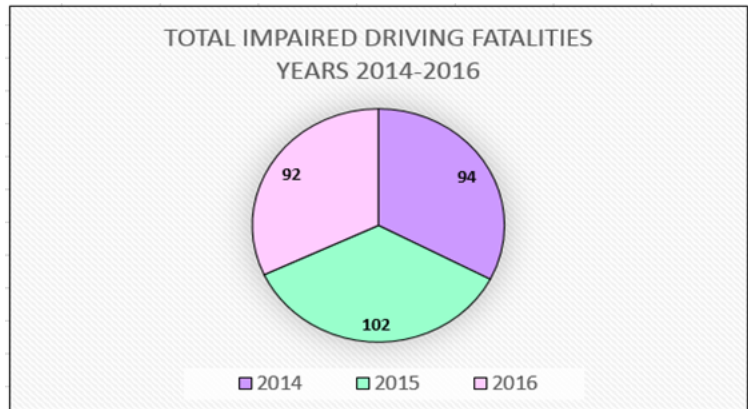
No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

According to NHTSA Fatality Analysis Reporting System, FARS, in 2016, ninety-two (92) impaired driving fatalities occurred. This indicates a 1% decrease from 2014 to 2016.

For the three-year period from 2014 to 2016 a total of 288 fatalities were reported.



FARS Alcohol-Impaired Driving Fatalities Profile- Years 2014-2016

Gender data analysis for impaired driving fatalities for the three-year period shows an average of 91% of male fatalities and 8% female fatalities.

Analysis by age group for the three-year period shows that 52% of impaired driving fatalities were in age group 25-49 and 23% age group 16-24. Zero impaired driving fatalities were reported among 15 years old people.

- On the three-year period, 48% of impaired driving fatalities occurred at nighttime from 6:01 PM to 12:00 MN and 31% from 12:01 AM to 6:00 AM; when combine we conclude that nighttime, from 6:00 PM to 6:00 AM, reported the 79% of total impaired driving fatalities, riskiest period for drunk drivers and their possible victims.
- When analyzing data of impaired driving fatalities, by day of the week, it shows that Sunday reported the highest average of fatalities for the 3-year period with 31%, followed by Saturday with 19% and Friday with 17%. An interesting fact is observed: Wednesday's impaired driving fatalities are rising; the 3 years average is 9%.
- Impaired driving fatalities by month, for this three-year period, some peaks are noticed: May with 13%, February, August, and September with 10% each. Summer months, June, July, and August, accounted for 22% of total impaired driving fatalities.

Other relevant information regarding the three-year period and impaired driving fatalities:

- 70% were drivers and 30% motorcyclists.
- 89% had a BAC of .08%+.
- 71% of impaired drivers killed were unrestrained.
- 44% of impaired motorcycle riders killed were un-helmeted.
- 66% alcohol-impaired driving fatalities also presented a speeding factor.

For years 2014-2016, 65 of the 78 municipalities that comprise the island of Puerto Rico reported at least 1 impaired driving fatality for an 83%.

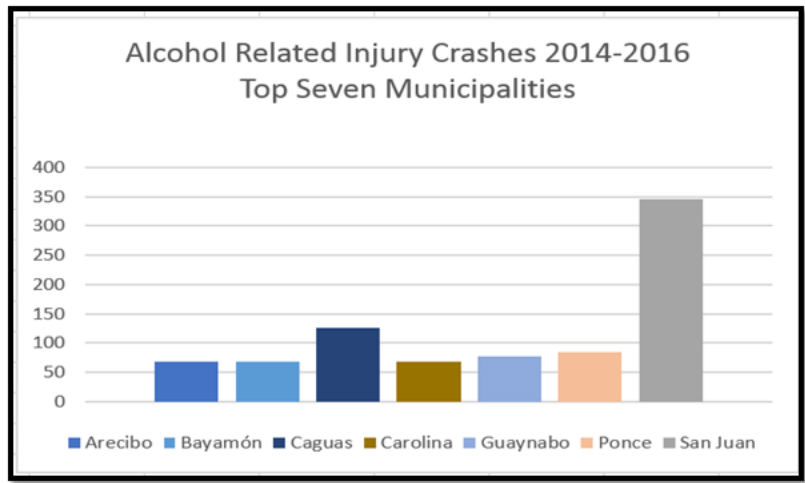
- 49% of the 65 municipalities reported 2 to 4 impaired driving fatalities.
- 14% of the 65 municipalities reported 5 to 9 impaired driving fatalities.
- 31% of the 65 municipalities reported 1 impaired driving fatality.
- 3% of the 65 municipalities reported double-digit impaired driving fatalities: San Juan with 18 and Caguas with 16. This is consistent with high populated urban municipalities as these 2 ranked among the five most populated municipalities of Puerto Rico.

According to SAFETY Database for years 2014 to 2016, a total of 3,420 people was involved in impaired driving crashes. Below are to tables showing the ten municipalities with most people involved in alcohol-related crashes and the types of roads where it occurred.

Municipality	Number of People Involved
San Juan	551
Caguas	220
Ponce	152
Arecibo	124
Guaynabo	119
Carolina	115
Bayamón	103
Mayagüez	79
Aguadilla	68
Naranjito	63

Road Class and Jurisdiction	People Involved
Null value	103
Primary State Road (Regional)	1558
Secondary State Road (Intermunicipal)	878
Tertiary State Road (Intramunicipal)	504
Street (Municipal Road)	252
Unknown	125
Total	3420

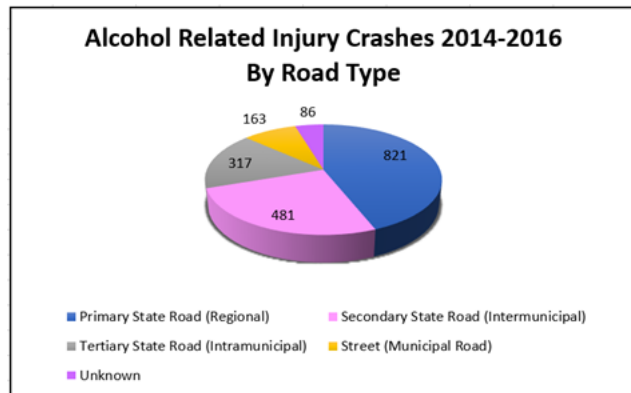
Alcohol-Related Injury Crashes for years 2014-2016 = 1,927. Its pattern is like the impaired driving fatalities: San Juan ranks first with 346, Caguas ranks second with 125, Ponce 84, Guaynabo 77, Carolina 69 and Arecibo & Bayamón 68 each. The table below shows the municipalities with 50 or more injury crashes during years 2014-2016.



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

For years 2014-2016:

- 44% of alcohol-related injury crashes occurred on primary state roads.
- 26% of alcohol-related injury crashes occurred on secondary roads.
- 17% of alcohol-related injury crashes occurred on tertiary roads.
- 9% of alcohol-related injury crashes occurred on municipal roads.
- 4% unknown



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.

Data analysis used for HSP was obtained from FARS and SAFETY crash file. The lack of reliable data about alcohol level testing performed by the Police to non-serious injured drivers at the crash time does not allow an extensive profile analysis of impaired drivers to determined repetitive behaviors. However, to outline the problematic using fatalities as the baseline, annual historical data shows that averages of 30% of total fatalities are caused by impaired drivers. This data allows us to infer that for 2016, 30% of crashes with injured people included at least one impaired driver, totaling about 6,195 in 2016.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	86.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Victims Impact Panel
2019	Short-term, High Visibility Law Enforcement (ID)
2019	SFST Program Coordinator
2019	Impaired Driving Attitude Survey
2019	Highway Safety Office Program Management (ID)
2019	DWI Prosecution
2019	Data Driven Puerto Rico Alcohol Impaired Driving Study
2019	Alcohol Screening for Prosecutorial Evidence

5.3.1 Countermeasure Strategy: Victims Impact Panel

Program area Impaired Driving (Alcohol)

Countermeasure strategy Victims Impact Panel

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Project will contribute to extend DWI sanctions by requiring DWI offenders to attend the panel and expose them to the pain and suffering that criminal behavior brings to a person/family. It aims to reduce recidivism. Project will include professional services, office supplies, educational supplies and equipment, stipends for panel speakers.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure strategy is essential and will be implemented in the FY2019 by the highway safety office. This strategy is proven effective nationally and other jurisdictions, and has been successful in Puerto Rico, and is appropriate given the data in the problem identification and the resources available. This is Based on Countermeasures That Work 2015, Chapter I, Part 3-Section 3.4-Sanctions

It is a reasonable budget for the project to achieve the implementation of planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-01-67	Victims Impact Panel Program	Victims Impact Panel
19-01-75	Support for Victims of Drunk Drivers	Victims Impact Panel

5.3.1.1 Planned Activity: Victims Impact Panel Program

Planned activity name	Victims Impact Panel Program
Planned activity number	19-01-67
Primary countermeasure strategy	Victims Impact Panel

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations]

and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Victim Impact Panel Program - as a strategy to prevent and reduce recidivism behavior in those who have committed this crime. The Victim Impact Panel will be developed and put into operation in the Mental Health and Anti-Addiction Services Administration DWI Programs in the regions of San Juan, Ponce and Mayagüez with an approximately duration of 2.5 hours per panel. The panels will be offered at least eight times during the first year of the project. Also, a pre-test and post-test will be offered to measure the knowledge and participants opinion. Upon completion of the panel, each participant will receive a certificate of compliance with details of the duration and time of participation.

Enter intended subrecipients.

State Agency- Puerto Rico Mental Health and Anti-Addiction Services Administration (MHAASA)

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Victims Impact Panel

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	164	Transfer Funds-AL	164 Alcohol	\$266,000.00	\$53,200.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.1.2 Planned Activity: Support for Victims of Drunk Drivers

Planned activity name Support for Victims of Drunk Drivers

Planned activity number 19-01-75

Primary countermeasure strategy Victims Impact Panel

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent high way safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This planned activity main purpose is to provide emotional/psychological support for victims and relatives of drunk drivers. This project will be developed within the DWI Prevention Program of the Automobile Accident Compensation Administration (AACA). Non confronting group sessions to address drunk drivers victim's loss and the way their lives have been challenged and changed. Through education and validation, these victims will become advocates. A collaboration with the Puerto Rico Victims of Crime Program will be develop. A group leader , educational materials and other related costs will be funded.

Enter intended subrecipients.

State Agency - Puerto Rico Automobile Accident Compensation Administration

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019 Victims Impact Panel

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	164 Transfer Funds-AL	164 Alcohol	\$250,000.00		

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.2 Countermeasure Strategy: Short-term, High Visibility Law Enforcement (ID)

Program area	Impaired Driving (Alcohol)
Countermeasure strategy	Short-term, High Visibility Law Enforcement (ID)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Short Term High Visibility Impaired Driving Enforcement- 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. Mobilization periods have been chosen by identifying very high alcohol consumption periods. At least five (5) impaired driving mobilizations during 2019 will be conducted.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

High visibility enforcement is an evidence-based strategy to enforce DWI traffic laws and a dissuasive for people. Overtime hours to participate in short term high visibility impaired driving mobilizations will be funded for PRPD's 13 traffic police regions and many Municipal Police. PRPD will complement these mobilizations with checkpoints during weekends. Municipalities will be selected using past performance criteria, alcohol equipment acquisition such as Alco-sensors, mouth pieces, police security gear, availability to work overtime hours and funding. LEL's and ID Coordinator will meet with municipal police chiefs to engage them to facilitate Municipal Police participation. Mobilization periods have been chosen by identifying very high alcohol consumption periods. Budget for overtime hours will be \$1,130,000.00

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Countermeasure is based on NHTSA's Uniform Guidelines for State Highway Safety Programs, Guideline #8, Part III-Section B-Enforcement.

This countermeasure strategy is rationale because locate High-Visibility Enforcement (HVE) operations and community outreach to promote safer behaviors and to reinforce the message through law enforcement to increase compliance with appropriate traffic laws.

It is a reasonable budget for the project to achieve the implementation of planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-01-01	Impaired Driving Overtime Enforcement	Short-term, High Visibility Law Enforcement (ID)
19-01-XX	Impaired Driving Overtime Enforcement	Short-term, High Visibility Law Enforcement (ID)

5.3.2.1 Planned Activity: Impaired Driving Overtime Enforcement

Planned activity name	Impaired Driving Overtime Enforcement
Planned activity number	19-01-01
Primary countermeasure strategy	Short-term, High Visibility Law Enforcement (ID)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Short term high visibility impaired driving mobilizations. Coordination of Police Department participation in impaired driving enforcement countermeasures, including officer overtime, related fringe benefit, necessary equipment purchases, and associated training. As well as out-of-state and local travel and other related costs.

Enter intended subrecipients.

State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Law Enforcement (ID)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2015	MAP 21 405d Impaired Driving Mid	405d Impaired Driving Mid (MAP-21)	\$600,000.00	\$120,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.2.2 Planned Activity: Impaired Driving Overtime Enforcement

Planned activity name Impaired Driving Overtime Enforcement

Planned activity number 19-01-XX

Primary countermeasure strategy Short-term, High Visibility Law Enforcement (ID)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Short term high visibility impaired driving mobilizations. Coordination of Municipal Police participation in impaired driving enforcement countermeasures, including officer overtime, related fringe benefit, necessary equipment purchases, and associated training. As well as out-of-state and local travel and other related costs.

Enter intended subrecipients.

State Agency - Municipal Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Law Enforcement (ID)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2015	MAP 21 405d Impaired Driving Mid	405d Impaired Driving Mid (MAP-21)	\$428,916.19	\$85,783.00	\$0.00
2015	MAP 21 405d Impaired Driving Mid	405d Impaired Driving Mid (MAP-21)	\$81,083.81	\$16,217.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.3 Countermeasure Strategy: SFST Program Coordinator

Program area Impaired Driving (Alcohol)

Countermeasure strategy SFST Program Coordinator

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

SFST Coordinator will oversee all SFST training activities, maintain records of trained SFST instructors and practitioners' officers maintain and distribute updated SFST training materials and will ensure SFST National standards are strictly followed. The SFST Coordinator will keep a fluid communication with local instructors and law enforcement agencies throughout the island and will locate and develop trainings providing opportunities for law enforcement officers.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

SFST Program is a new one for Puerto Rico. In order to ensure proper development of the Program, SFST Coordinator will oversee all the program and will work in coordination with the Impaired Driving Program Coordinator to ensure all program activities are implemented as proposed.

Project will contribute to enhance enforcement efforts targeted to reduce alcohol impaired driving conduct. In addition, will provide law enforcement officers with extra tools to detect impaired drivers and to testify more accurately during court's trials. Costs will include: professional services, training, training materials and both, local and external traveling.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure strategy is the rationale that will be implemented in the FY2019 by the highway safety office. This strategy is proven effective nationally and other jurisdictions, and has been successful in Puerto Rico, and is appropriate given the data in the problem identification and the resources available.

SFST Program was recommended as part of the SFST Program Assessment conducted on 2016 and Impaired Driving Program Assessment conducted on June 2017.

It is a reasonable budget for the project to achieve the implementation of planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-01-71	SFST Program Coordinator	SFST Program Coordinator

5.3.3.1 Planned Activity: SFST Program Coordinator

Planned activity name	SFST Program Coordinator
Planned activity number	19-01-71
Primary countermeasure strategy	SFST Program Coordinator

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

SFST Program Coordinator will become an SFST Trainer, will manage all training activities State and Municipal Police Departments, will maintain records of all agents trained and certified as SFST Practitioner and Instructor, distribute training and related materials, develop instruction resources and provide training opportunities. In addition, will work closely with the DWI Prosecution Unit and the TSRP to develop trainings for prosecutors and court judges.

Enter intended subrecipients.

State Agency- Puerto Rico Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	SFST Program Coordinator

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016		164 Transfer Funds-AL	164 Alcohol	\$120,000.00	\$24,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.4 Countermeasure Strategy: Impaired Driving Attitude Survey

Program area Impaired Driving (Alcohol)

Countermeasure strategy Impaired Driving Attitude Survey

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This countermeasure strategy is fundamental to receive and analyze public feedback regarding impaired driving enforcement efforts and educational and media campaigns. It is necessary to understand public perception and opinion regarding these. In the past, impaired driving surveys has proven to be a useful tool when creative messages are designed. Also, strategy is proven effective nationally and by other jurisdictions.

- Attitude Survey Statistics and Research- funded activities under the Project
 - contract a professional firm with experience and knowledge on surveys, data collection and analysis
 - review surveys methodology, sample and questions to ensure guidelines compliance and sample characteristics
 - conduct the impaired driving attitude survey
 - discuss an approve final survey report data and results

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Will administrate attitude surveys that aim the strengths and weaknesses of the impaired driving program to identify the behaviors among vehicle drivers towards alcohol impaired driving media campaigns. A specialized market research agency with experience in road safety will be contracted to conduct the survey.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Project will conduct all proposed planned activities by surveying target market to identify perception of population segments based on data age and gender. It will also be taken into consideration impaired driving high crash locations.

This countermeasure strategy is fundamental to receive and analyze public feedback regarding impaired driving enforcement efforts and educational and media campaigns. It is necessary to understand public perception and opinion regarding these. In the past, impaired driving surveys has proven to be a useful tool when creative messages are designed. Also, strategy is proven effective nationally and by other jurisdictions.

A specialist in the field will be contracted to design the sample and conduct the survey, budget is reasonable for the project to achieve the implementation of planned activities.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-01-25	Impaired Driving Surveys	Impaired Driving Attitude Survey

5.3.4.1 Planned Activity: Impaired Driving Surveys

Planned activity name	Impaired Driving Surveys
Planned activity number	19-01-25
Primary countermeasure strategy	Impaired Driving Attitude Survey

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

MOBILIZATION TO EVALUATE:	Summer Mobilization; July 12 to 30, 2019
SURVEY QUESTIONIER AND SELECTION APPROVAL:	August 19 to 23, 2019
SURVEY FIELD WORK:	August 25 to September 6, 2019
SURVEY DATA ANALYSIS:	September 8 to 14, 2019
SURVEY SUBMISSION, DISCUSSION AND APPROVAL:	September 15 to 19, 2019

Enter intended subrecipients.

State Agency - Puerto Rico Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Impaired Driving Attitude Survey

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2015	154	Transfer Funds-AL	154 Alcohol	\$15,000.00	\$3,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.3.5 Countermeasure Strategy: Highway Safety Office Program Management (ID)

Program area Impaired Driving (Alcohol)
 Countermeasure strategy Highway Safety Office Program Management (ID)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Alcohol Impaired Driving Program Coordinator provides oversight of the Puerto Rico Impaired Driving Program by making an efficient use of available resources in order to obtain the greatest benefit from the set of strategies that will be implemented to achieve the projected reduction of fatalities. In addition, promote awareness among road users of the danger and consequences of DWI and encourage law enforcement efforts.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

By maintaining a Program Coordinator, the PRTSC guarantees a uniform management, leadership; strategic planning and procedures to ensure planned activities are executed as requested by NHTSA Uniform Guidelines for State Highway Safety Programs. Impaired Driving Coordinator's general management tasks are grouped as follows: communication, coordination, follow-up, evaluation. During fiscal year 2019, PRTSC Impaired Driving Coordinator will promote law enforcement activities for the implementation of Law 22 to intervene with impaired drivers maintaining a data driven approach to problem id. Program coordinator will continue to support impaired driving prevention program in Puerto Rico at state, municipal and community levels. Costs will include salary and benefits, as well as out-of-state and local travel.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Countermeasure is based on NHTSA Uniform Guidelines for State Highway Safety Programs, Guideline 8, Part I. Program Management and Strategic Planning.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-01-13	Impaired Driving Program Coordinator	Highway Safety Office Program Management (ID)

5.3.5.1 Planned Activity: Impaired Driving Program Coordinator

Planned activity name	Impaired Driving Program Coordinator
Planned activity number	19-01-13
Primary countermeasure strategy	Highway Safety Office Program Management (ID)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Alcohol Impaired Driving Program Coordinator; costs will include salary and benefits, as well as out-of-state and local travel and other related costs.

Enter intended subrecipients.

State Agency - Puerto Rico Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management (ID)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	164 Transfer Funds-AL	164 Alcohol	\$79,459.00	\$15,891.80	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.6 Countermeasure Strategy: DWI Prosecution

Program area Impaired Driving (Alcohol)

Countermeasure strategy DWI Prosecution

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

Yes

Enter justification supporting the innovative countermeasure strategy, including research, evaluation and/or substantive anecdotal evidence, that supports the potential of the proposed innovative countermeasure strategy.

In Puerto Rico the prosecution of DWI cases is complex and detailed oriented. It requires a comprehensive investigation, starting with the crash scene investigation analysis and the litigation in court that required specialized training to understand the scientific evidence that is essential to prove the elements of the offense beyond reasonable doubt. Any flaw in the analysis and litigation of DWI cases may result in the dismissal or the acquittal of the defendant. For many reasons, mainly logistics and money constraints, PR doesn't have special traffic courts. So, a few years ago, PRTSC and the PRDOJ started talking about how could the handling of DWI cases can improve. PRDOJ started a project within the DWI Prosecution Unit with special prosecutors for DWI cases. This project was designed to strengthen DWI prosecution and commenced on November 2017. Six new prosecutors were trained during 120 hours in topics such as: Act 22, trial techniques, interrogation of expert witnesses, use and operation of alcohol measure instruments, crash and homicide crash scene investigation, rules of evidence and criminal procedure among other themes. Main lecturer was the TSRP but a group of professionals, experienced prosecutors, police officers, forensic chemists, judges and psychiatrist, were involved in the training. As to date, all 13 Judicial regions are being covered by these prosecutors under direct supervision and technical support of the TSRP and some experienced prosecutors that are mentoring these young DWI prosecutors. Among expected results are: good litigation skills, better handling of the evidence, fast and more accurate presentation of cases and to obtain convictions (increase conviction rates).

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

DWI Prosecution- DOJ will maintain and strengthen the structure of the DWI Prosecution Unit with its new and reinforced approach to the litigation and direct supervision of DWI cases, TSRP, current data, reporting and development of training for all prosecutors. Project includes TSRP, administrative assistant, 13 DWI specialized prosecutors, DWI prosecutor's aids and a DWI comprehensive training plan.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Project will contribute to enhance DWI prosecution services in all judicial regions within the Department of Justice integrating law enforcement agencies, and other state partners to work consistent toward the enforcement of the law to all impaired drivers. Costs include salaries, fringe benefits, office materials, trainings, travel, equipment and other related costs.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Based on NHTSA's Uniform Guidelines for Highway Safety Programs, Guideline #8, Part III-Section D-Prosecution. In addition, TSRP was recommended on the Impaired Driving Program Assessment conducted on June 2017.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-01-06	Impaired Driving Prosecution Enhancement	DWI Prosecution

5.3.6.1 Planned Activity: Impaired Driving Prosecution Enhancement

Planned activity name	Impaired Driving Prosecution Enhancement
Planned activity number	19-01-06
Primary countermeasure strategy	DWI Prosecution

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

DWI Prosecution- For FY 2019, DOJ will maintain and strengthen the structure of the DWI Prosecution Unit and, continue with the TSRP position, increase the number of DWI specialized prosecutors from 6 to 13 to cover all 13 judicial regions; assign 4 prosecutor's aids to high caseload regions and provide at least 4 trainings for prosecutors throughout the island. Costs include salaries, fringe benefits, office materials, trainings, travel, equipment and other related costs.

Enter intended subrecipients.

State Agency - Puerto Rico Department of Justice

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 DWI Prosecution

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2015		164 Transfer Funds-AL	164 Alcohol	\$250,664.32	\$50,133.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.7 Countermeasure Strategy: Data Driven Puerto Rico Alcohol Impaired Driving Study

Program area Impaired Driving (Alcohol)

Countermeasure strategy Data Driven Puerto Rico Alcohol Impaired Driving Study

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Data Driven Puerto Rico Alcohol Impaired Driving Study

This state level study will analyze several factors, related to alcohol and driving, in living subjects. By establishing a set of factors to determine how many drinks a subject can consume and still be able to drive with the use of a Driving Simulator in conjunction with personal traits, driving skills and brain workload to understand how alcohol consumption affects their capabilities. The identification of these factors and data collected would allow PRDSC to plan and implement new strategies and target specific groups in the DWI educational and awareness campaigns.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Project will allow PRDSC to target specific population groups in educational DWI campaigns contribute. In addition, study will help PRDSC to identify new data-driven traffic safety strategies to aid in reducing DWI crashes, injuries and fatalities. Funds will cover researchers' salary, fringe benefits, contractual services, equipment, other direct costs, indirect costs.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Countermeasure is based on NHTSA's Uniform Guideline for State Highway Safety Programs, Guideline #8, Part VI. Program Data.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-01-73	Drivers Abilities After Alcohol Consumption Simulation Study	Data Driven Puerto Rico Alcohol Impaired Driving Study

5.3.7.1 Planned Activity: Drivers Abilities After Alcohol Consumption Simulation Study

Planned activity name	Drivers Abilities After Alcohol Consumption Simulation Study
Planned activity number	19-01-73
Primary countermeasure strategy	Data Driven Puerto Rico Alcohol Impaired Driving Study

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

A one-year state level study will analyze several factors, related to alcohol and driving, in living subjects. By establishing a set of factors to determine how many drinks a subject can consume and still be able to drive with the use of a Driving Simulator in conjunction with personal traits, driving skills and brain workload to understand how alcohol consumption affects their capabilities. The identification of these factors and data collected would allow PRTSC to plan and implement new strategies and target specific groups in the DWI educational and awareness campaigns.

Enter intended subrecipients.

College- University of Puerto Rico, Mayagüez Campus

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Data Driven Puerto Rico Alcohol Impaired Driving Study

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2015	154 Transfer Funds-AL	154 Alcohol	\$9,262.54	\$1,852.00	
2016	154 Transfer Funds-AL	154 Alcohol	\$175,737.54	\$35,147.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.8 Countermeasure Strategy: Alcohol Screening for Prosecutorial Evidence

Program area Impaired Driving (Alcohol)

Countermeasure strategy Alcohol Screening for Prosecutorial Evidence

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Act 22 of Vehicle and Traffic in Puerto Rico and Regulation 123 establish that the Toxicology Lab within the Department of Health is responsible of calibrating and certifying all intoxilyzers; preparing the chemical solutions, preparing blood tubes and analyzing blood samples. In addition, chemists must attend court as witness of DWI cases. The Toxicology Lab is key in the prosecution of DWI cases. Project includes lab equipment, blood tubes, contractual services, office and educational supplies and local travel costs.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Project will contribute to preserve alcohol detection equipment within Police Departments, in in optimal operating conditions according to national standards, which are thoroughly revised during DWI court cases. Also, it provides prosecutorial evidence such as intoxilyzer calibration information, apparatus condition and maintenance log and blood sample results, interpretation of results, among other. The Toxicology Lab personnel and resources served the whole Island of Puerto Rico, its thirteen judicial regions and municipal courts that prosecute impaired drivers. Costs include salaries, fringe benefits, contractual services, office materials, trainings, travel, lab equipment and other related costs.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure strategy is the rationale that will be implemented in the FY2019 by the highway safety office. This strategy is proven effective nationally and other jurisdictions, and has been successful in Puerto Rico, and is appropriate given the data in the problem identification and the resources available. In addition, is based on NHTSA's Uniform Guidelines for Highway Safety Programs, Guideline #8, Part III-Section B. Enforcement and Section D. Prosecution

It is a reasonable budget for the project to achieve the implementation of planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-01-72	Alcohol Toxicology Lab	Alcohol Screening for Prosecutorial Evidence

5.3.8.1 Planned Activity: Alcohol Toxicology Lab

Planned activity name	Alcohol Toxicology Lab
Planned activity number	19-01-72
Primary countermeasure strategy	Alcohol Screening for Prosecutorial Evidence

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Alcohol Toxicology Lab- For FY 2019, project will continue analyzing blood alcohol samples taken from drunk drivers, preparing the chemical solutions to calibrate all Intoxilyzers, preparing the chemical solutions use to perform the verification of calibrations of the intoxilyzers, performing monthly verifications of the calibrations of all intoxilyzers at island level (all traffic police regions), attending court as witnesses of charge (expert) and calibrating the gas chromatography.

Enter intended subrecipients.

State Agency- Puerto Rico Department of Health

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Alcohol Screening for Prosecutorial Evidence

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	154 Transfer Funds-AL	154 Alcohol	\$372,939.54	\$74,588.00	\$0.00
2015	154 Transfer Funds-AL	154 Alcohol	\$27,060.46	\$5,412.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4 Program Area: Youth Impaired Driving

Program area type Other

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Driving while alcohol impaired is one of the major risk behavior associated with teenagers and young adults. DWI traffic crashes are one of the leading causes of death among the population aged 16-25. According to PRTSC statistics, between 2014 and 2016 there were a total of 288 fatalities impaired driving fatalities; 23% were between the ages of 16-24. Further analysis by age group for the three-year period shows that 70% of youth impaired driving fatalities were in age group 21-24 and 30% age group 16-20. Zero impaired driving fatalities were reported among 15 years old people. Also, 500 alcohol related crashes were reported among same age group.

YOUTH IMPAIRED DRIVING FATALITIES

AGE GROUP 16-24

Year 2014	22
Year 2015	25
Year 2016	19

ALCOHOL-RELATED CRASHES 2014-2016

AGE GROUP 16-24

0-15 years old	0
16-17 years old	4
18-24 years old	496

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 young adults to consume alcohol.

Average youth impaired driving fatality profile for the three-year period of 2014-2016, shows a very similar pattern as in all impaired driving fatalities:

- Gender data analysis for youth impaired driving fatalities for the three-year period shows an average of 92% of male fatalities and 8% female fatalities.
- On the three-year period, 89% of youth impaired driving fatalities occurred at nighttime from 6:00 PM to 6:00 AM. Nighttime continues to be the riskiest period for drunk drivers and their possible victims.
- When analyzing data of impaired driving fatalities, by day of the week, it shows that Sunday reported the highest average of fatalities for the 3-year period with 29%, followed by Monday with 18% and Friday with 17%. This demonstrates that alcohol and weekends are a lethal combination.
- Youth impaired driving fatalities by month, for this three-year period, some peaks are noticed: February and May with 15% each and July with 12%. Summer months, June, July and August, accounted for 28% of total youth impaired driving fatalities.

Other relevant information regarding the three-year period and youth impaired driving fatalities:

- 74% were drivers and 26% motorcyclists.
- 86% had a BAC of .08%+.
- 82% of youth impaired drivers killed were unrestrained.
- 44% of impaired motorcycle riders killed were un-helmeted.
- 65% alcohol impaired driving fatalities also presented a speeding factor.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-12) Number of youth impaired driving fatalities	Annual	2019	19.0
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	86.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year Countermeasure Strategy Name

2019 Youth Programs - Peer to Peer Approach

5.4.1 Countermeasure Strategy: Youth Programs - Peer to Peer Approach

Program area Other

Countermeasure strategy Youth Programs - Peer to Peer Approach

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Youth Impaired Driving Prevention Projects will focus on education and prevention strategies such as peer based programs and behavior modification. For FY 2019, projects 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, ages 16 to 24.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Youth programs are evidence based strategy. In Puerto Rico, most of them reached college campuses using the peer to peer approach to create awareness toward consuming alcohol and driving. Prevention efforts mainly focuses on messages such as, how does alcohol affected the brain, don't drink and drive, have a designated driver and avoid binge drinking. Youth programs prevention efforts mostly relay on providing reliable information for teenagers and young adults to make conscious decisions before driving. Most costs for these 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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure strategy is essential and will be implemented in the FY2019 by the Highway Safety Office and the safety partners are proven effective nationally, have been successful in Puerto Rico, and are appropriate given the data in the problem identification and the resources available. This is based on Countermeasures That Work 2015, Chapter I, Part 6.5 Youth Programs (peer to peer approach).

It is a reasonable budget for the project to achieve the implementation of planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-02-05	FIESTA VI - UPR Mayaguez Campus	Youth Programs - Peer to Peer Approach
19-02-02	FIESTA II - UPR Rio Piedras Campus	Youth Programs - Peer to Peer Approach
19-02-10	FIESTA VIII - UPR Cayey Campus	Youth Programs - Peer to Peer Approach
19-02-14	FIESTA IX - UPR Ponce Campus	Youth Programs - Peer to Peer Approach
19-02-15	FIESTA CREATIVO	Youth Programs - Peer to Peer Approach
19-02-16	FIESTA XII - PUCPR Ponce	Youth Programs - Peer to Peer Approach
19-02-17	FIESTA - UPR Utuado Campus	Youth Programs - Peer to Peer Approach
19-02-21	FIESTA XI - UPR Aguadilla Campus	Youth Programs - Peer to Peer Approach
19-02-25	FIESTA PISTA XIII - UMET	Youth Programs - Peer to Peer Approach
19-02-32	POLI FIESTA XVI - PUPR	Youth Programs - Peer to Peer Approach
19-02-29	FIESTA ACAA	Youth Programs - Peer to Peer Approach

5.4.1.1 Planned Activity: FIESTA VI - UPR Mayaguez Campus

Planned activity name	FIESTA VI - UPR Mayaguez Campus
Planned activity number	19-02-05
Primary countermeasure strategy	Youth Programs - Peer to Peer Approach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Ten Youth Projects will be operating to reach college campus and middle and high schools. We called them FIESTA Projects and they 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 youth alcohol impaired driving. 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. DWI educational campaign videos and media interviews will be posted on our You-tube channel.

Enter intended subrecipients.

State Agency - University of Puerto Rico, Mayaguez Campus

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Youth Programs - Peer to Peer Approach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	154 Transfer Funds-AL	154 Alcohol	\$79,869.00	\$15,974.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

5.4.1.2 Planned Activity: FIESTA II - UPR Rio Piedras Campus

Planned activity name FIESTA II - UPR Rio Piedras Campus

Planned activity number 19-02-02

Primary countermeasure strategy Youth Programs - Peer to Peer Approach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Youth Projects will be operating to reach college campus and middle and high schools. We called them FIESTA Projects and they 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 youth alcohol impaired driving. 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. DWI educational campaign videos and media interviews will be posted on our You-tube channel.

Enter intended subrecipients.

State Agency - University of Puerto Rico, Rio Piedras Campos

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Youth Programs - Peer to Peer Approach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	154 Transfer Funds-AL	154 Alcohol	\$134,912.00	\$26,982.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.1.3 Planned Activity: FIESTA VIII - UPR Cayey Campus

Planned activity name	FIESTA VIII - UPR Cayey Campus
Planned activity number	19-02-10
Primary countermeasure strategy	Youth Programs - Peer to Peer Approach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Youth Projects will be operating to reach college campus and middle and high schools. We called them FIESTA Projects and they 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 youth alcohol impaired driving. 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. DWI educational campaign videos and media interviews will be posted on our You-tube channel.

Enter intended subrecipients.

State Agency - University of Puerto Rico, Cayey Campus

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Youth Programs - Peer to Peer Approach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	164	Transfer Funds-AL	164 Alcohol	\$75,914.00	\$15,183.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.1.4 Planned Activity: FIESTA IX - UPR Ponce Campus

Planned activity name	FIESTA IX - UPR Ponce Campus
Planned activity number	19-02-14
Primary countermeasure strategy	Youth Programs - Peer to Peer Approach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Youth Projects will be operating to reach college campus and middle and high schools. We called them FIESTA Projects and they 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 youth alcohol impaired driving. 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. DWI educational campaign videos and media interviews will be posted on our You-tube channel.

Enter intended subrecipients.

State Agency - University of Puerto Rico, Ponce Campus

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Youth Programs - Peer to Peer Approach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	164	Transfer Funds-AL	164 Alcohol	\$57,621.00	\$11,524.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4.1.5 Planned Activity: FIESTA CREATIVO

Planned activity name FIESTA CREATIVO
 Planned activity number 19-02-15
 Primary countermeasure strategy Youth Programs - Peer to Peer Approach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Youth Projects will be operating to reach college campus and middle and high schools. We called them FIESTA Projects and they 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 youth alcohol impaired driving. 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. DWI educational campaign videos and media interviews will be posted on our You-tube channel.

Enter intended subrecipients.

Non-governmental organization - Hogar CREA Inc.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019 Youth Programs - Peer to Peer Approach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	164 Transfer Funds-AL	164 Alcohol	\$71,237.00	\$14,247.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4.1.6 Planned Activity: FIESTA XII - PUCPR Ponce

Planned activity name FIESTA XII - PUCPR Ponce
 Planned activity number 19-02-16
 Primary countermeasure strategy Youth Programs - Peer to Peer Approach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Youth Projects will be operating to reach college campus and middle and high schools. We called them FIESTA Projects and they 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 youth alcohol impaired driving. 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. DWI educational campaign videos and media interviews will be posted on our You-tube channel.

Enter intended subrecipients.

Non-governmental organization - Pontifical Catholic University of Puerto Rico (PUCPR), Ponce

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Youth Programs - Peer to Peer Approach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	164 Transfer Funds-AL	164 Alcohol	\$75,217.68	\$15,043.00	\$0.00
2016	154 Transfer Funds-AL	154 Alcohol	\$25,741.32	\$5,148.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.1.7 Planned Activity: FIESTA - UPR Utuado Campus

Planned activity name	FIESTA - UPR Utuado Campus
Planned activity number	19-02-17
Primary countermeasure strategy	Youth Programs - Peer to Peer Approach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Youth Projects will be operating to reach college campus and middle and high schools. We called them FIESTA Projects and they 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 youth alcohol impaired driving. 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. DWI educational campaign videos and media interviews will be posted on our You-tube channel.

Enter intended subrecipients.

State Agency - University of Puerto Rico, Utuado Campus

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Youth Programs - Peer to Peer Approach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	164 Transfer Funds-AL	164 Alcohol	\$45,309.12	\$9,062.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4.1.8 Planned Activity: FIESTA XI - UPR Aguadilla Campus

Planned activity name	FIESTA XI - UPR Aguadilla Campus
Planned activity number	19-02-21

Primary countermeasure strategy Youth Programs - Peer to Peer Approach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Youth Projects will be operating to reach college campus and middle and high schools. We called them FIESTA Projects and they 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 youth alcohol impaired driving. 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. DWI educational campaign videos and media interviews will be posted on our You-tube channel.

Enter intended subrecipients.

State Agency - University of Puerto Rico, Aguadilla Campus

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Youth Programs - Peer to Peer Approach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	164 Transfer Funds-AL	164 Alcohol	\$109,575.28	\$21,915.00	\$0.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4.1.9 Planned Activity: FIESTA PISTA XIII - UMET

Planned activity name	FIESTA PISTA XIII - UMET
Planned activity number	19-02-25
Primary countermeasure strategy	Youth Programs - Peer to Peer Approach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Ten Youth Projects will be operating to reach college campus and middle and high schools. We called them FIESTA Projects and they 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 youth alcohol impaired driving. 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. DWI educational campaign videos and media interviews will be posted on our You-tube channel.

Enter intended subrecipients.

Non-governmental organization - Metropolitan University (UMET)

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Youth Programs - Peer to Peer Approach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016		164 Transfer Funds-AL	164 Alcohol	\$37,139.92	\$7,428.00	\$0.00
2016		154 Transfer Funds-AL	154 Alcohol	\$16,546.68	\$3,309.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4.1.10 Planned Activity: POLI FIESTA XVI - PUPR

Planned activity name	POLI FIESTA XVI - PUPR
Planned activity number	19-02-32
Primary countermeasure strategy	Youth Programs - Peer to Peer Approach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Youth Projects will be operating to reach college campus and middle and high schools. We called them FIESTA Projects and they 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 youth alcohol impaired driving. 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. DWI educational campaign videos and media interviews will be posted on our You-tube channel.

Enter intended subrecipients.

Non-governmental organization - Polytechnic University, San Juan Campus

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Youth Programs - Peer to Peer Approach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	154	Transfer Funds-AL	154 Alcohol	\$50,422.00	\$10,084.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.1.11 Planned Activity: FIESTA ACAA

Planned activity name	FIESTA ACAA
Planned activity number	19-02-29
Primary countermeasure strategy	Youth Programs - Peer to Peer Approach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Youth Projects will be operating to reach college campus and middle and high schools. We called them FIESTA Projects and they 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 youth alcohol impaired driving. 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. DWI educational campaign videos and media interviews will be posted on our You-tube channel.

Enter intended subrecipients.

State Agency - Automobile Accident Compensation Administration

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Youth Programs - Peer to Peer Approach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017		164 Transfer Funds-AL	164 Alcohol	\$250,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.5 Program Area: Communications (Media)

Program area type Communications (Media)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Puerto Rico (PR) is located in the Caribbean, the smallest island of the Greater Antilles. It has a total population of 3.4 million having at least 1,000 people per square mile. The island's capital, San Juan, is the largest city with 395,326 habitants; it is also the 46th largest city in US. The second largest city is Bayamón, with 208,116 people; other major cities are Ponce, Mayagüez and Caguas. In the 2010 Census, one-third of PR entire population was situated in the metropolitan area. Another factor is that most of population lives an active social life which leads to crowded road traffic. Tropical climate and extensive hurricane season (June-November) results in constant flooding and damage roads.

At this moment in PR it's seen a deterioration in the behavior of people since Hurricanes Irma and María devastated the Island in September 2017. These events have marked the entire population and even after eight months, there are people who do not have basic services, such as electricity power and clean and safe drinking water. As for traffic roads, there are a handful working traffic lights and signs, power cables and posts lights are still in roadways, and severe road damage due to flooding is visible, therefore, people step in their vehicles stressed by road conditions and safety, so they do as they please when it comes to traffic.

Another key factor is a visible decrease in police patrol, which translates as lack of police enforcement. These have made people modify their behavior, including the way they conduct themselves towards traffic. Therefore, a persistent growth of crashes, injuries and fatalities have been reported for years 2017-2018. However, for problem identification (PI) and data analysis purposes, will use the most recent official data from NHTSA's National Center for Statistics and Analysis, which are years 2014-2016. For the three-year period 2014-2016 illustrated on the table below, significant accomplishments in preventing and reducing fatal crashes on the roadway is seen, but there is much more to be done.

Puerto Rico Traffic Fatalities	
Years 2014-2016	
Years	Fatalities
2014	304
2015	310
2016	279

The following table shows traffic fatalities by program area and collision factors. When evaluating the table below, it is important to understand that one collision/fatality can present more than one contributing factor, for example: one fatality may have various related factor such as alcohol, speeding and unrestrained.

Analysis of Educational Priorities							
Fatalities	Year			Total	Average		Description
	2014	2015	2016		298		
	304	310	279	893	%	Rank	
Speed and Aggressive Driving	115	118	97	330	37%	1	speeding related fatalities
Impaired Driving	94	102	92	288	32%	2	fatalities w/drivers ages 0-17 w/.00+ BAC, ages 18-20 w/.02+ BAC & ages 21+ w/.08+ BAC and motorcyclists drivers w/.02+ BAC
Non-motorized (Pedestrians)	95	101	89	285	32%	3	pedestrian fatalities
Occupant Protection	78	77	82	237	27%	4	unrestrained occupants fatalities, including ages 0-8

Motorcycle	47	48	45	140	16%	5	motorcyclists riders fatalities
Youth Impaired Driving	19	25	22	66	7%	6	fatalities w/drivers ages 0-17 w/.00+ BAC, drivers ages 18-20 w/.02+ BAC & drivers ages 21-24 w/.08+ BAC
Non-motorized (Byciclists)	12	11	9	32	4%	7	bicyclists fatalities

It is imperative to understand the results shown on the chart. As it has been mentioned, the fatalities in our roads are consequences of combined circumstances and although these numbers come from previous years, the tendency is still the same, and even more after the last hurricanes devastated the island. Roadways are not being properly patrolled, they do not count with the necessary road signs, marks and traffic needs, which leads to speeding, aggressive, negligence or distracted driving, alcohol impaired drivers and motorcyclists, unrestrained drivers and occupants in all seating positions ages 9+, lack of car seat for children ages 0 to 8, car seat installed incorrectly or using the inappropriate seat due weight requirements; and drivers not sharing the road with pedestrians, bicyclists and motorcyclists.

Even though it is a challenge, PRTSC needs to address traffic behavior inappropriate practices in order of occurrence. Ranking #1 is speed and aggressive driving with 37% of total fatalities. As explained before, stressed drivers lead to speeding, reckless and aggressive driving, putting in danger themselves, their occupants, other drivers and non-motorized vulnerable citizens.

Alcohol impaired driving ranks #2, but then statistics over the years have proven that alcohol is a key factor on all PR crashes, injuries and fatalities, which indicates that needs to be handle along with speed and aggressive driving. For example, 66% of impaired driving fatalities presented a speeding factor and 71% of impaired drivers killed between years 2014-2016 were unrestrained. Numerous reasons for this behavior includes, but is not limited to, a cultural way of living.

As for pedestrian fatalities, which ranks #3, it is expected to have a significant increase on years 2017 and 2018, as preliminary data points a remarkable 41% increase; mostly caused by pedestrian crosswalks without proper illumination, operating systems, marks or signs; a problem desperately needed to be solved, but sadly continues to exist, even though it has been eight months after the hurricanes.

During years 2014-2016 as shown at the chart above, unrestrained fatalities are the only one that has increased. As explained in this PI, this tendency is likely to continue, which is why it represents a challenge for the next years to come. So it happens with motorcyclists and bicyclists fatalities which represents a 20% of deaths within the three-year period.

Puerto Rico Traffic Commission Communications' Office will dedicate year 2018-2019 to work all program areas to create strategic educational campaigns that will contribute to decrease the death rates in the island roadways. Efforts towards increasing education on traffic safety must be continuous and unstoppable, understanding that there is always room for improvement to secure the lives of all Puerto Rican citizens.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	272.0
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	3,822.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

5.5.1 Countermeasure Strategy: Communication Campaign

Program area	Communications (Media)
Countermeasure strategy	Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Communications and Outreach

- Media Buy Plans
 - Influence Target Market
 - Message Frequency
 - Bonus Spots
- Mass Events and Impacts
 - Involve Target Market
 - Brand Recognition
 - Message Acceptance
- Earned Media
 - Target Market Engagement
 - Owned Media Platforms
 - Public Relations

Private Sector and Non-profit Partnerships
 Alliance with governmental agencies
 Resource and Support
 Integrate, combine and promote workplans
 Attitude and Observational Survey
 Statistics and Research

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The Puerto Rico Traffic Safety Commission Communications through its Communications Division has the responsibility to implement strategic plans to reduce traffic deaths in Puerto Rico and increasing traffic safety awareness. Each campaign strategy will be implemented by identifying traffic safety problems, analysis of relevant data to establish target audiences and best strategies to spread awareness. Will continue focusing on media buy plans frequency and obtaining earned media through traditional media, social media and owned media to fit the overall problem ID for this program area. Therefore, all proposed planned activities have taken in consideration the current island cost of living, including media buy plans current value, suppliers services fee, and market price, among others.

Will administrate attitude surveys and observational surveys when needed that aim the strengths and weaknesses of each program to identify the behaviors among vehicle occupants of traffic safety media campaigns. A specialized market research agency with experience in road safety will be contracted to do the survey.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

All strategies planned to be implemented have been carefully chosen based on data analysis provided by numerous sources, including but limited to previous attitude surveys, articles and editorials regarding Puerto Rico (PR) culture behavior and preferences, data analysis provided by the NHTSTA 2014-2016 Traffic Performance Measures for PR, FARS, PR DOT, Police Department, Forensics Sciences Institute, Automobile Accident Compensations Administration, and SAFETY/CARE Platform.

Will sustain all proposed planned activities and derive target market to identify specific population segments based on data age and gender. It will also be taken in consideration problem cities and locations and date period.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-12-13	Motorcycle Safety Media Campaign	Communication Campaign
19-12-07	Occupant Protection Media Campaign	Communication Campaign
19-12-01	Impaired Driving Media Campaign	Communication Campaign
19-12-02	Youth Impaired Driving Media Campaign	Communication Campaign
19-12-03	Speed and Aggressive Media Campaign	Communication Campaign
19-12-10	Non-Motorized Media Campaign	Communication Campaign
19-12-12	Motorcycle Awareness Media Campaign	Communication Campaign
19-12-14	Distracted Driving Media Campaign	Communication Campaign

5.5.1.1 Planned Activity: Motorcycle Safety Media Campaign

Planned activity name	Motorcycle Safety Media Campaign
Planned activity number	19-12-13
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
 [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Intensive communications and outreach activities and media buy plans will be part of the strategies used to expose motorcycle awareness educational messages based on program problem identification and target audience promoting regulations, according to PR Act 22-2000. This strategy is based on Countermeasures that Work 2015, Chapter 5, Motorcycles, Section 4, Page 23, Communications and Outreach. Below the time frame for the educational awareness effort:

- Earned Media: June to 6 to 9, 2019
- Paid Media: June to 6 to 9, 2019

Enter intended subrecipients.

State Agency - Puerto Rico Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Paid Advertising (FAST)	\$133,814.00	\$26,763.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.5.1.2 Planned Activity: Occupant Protection Media Campaign

Planned activity name Occupant Protection Media Campaign

Planned activity number 19-12-07

Primary countermeasure strategy Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Intensive communications and outreach activities and media buy plans will be part of the strategies used to support CIOT enforcement efforts executed by State and Municipal Police forces and the National Child Seat Campaign. Also, a seat belt and car seat observational survey and occupant protection attitude surveys will be conducted to measure campaigns impact on citizens. This strategy is based on Countermeasures that Work 2015, Chapter 2, Seat Belts and Child Restraint, Section 3.1, Page 18, Communications and Outreach Supporting Enforcement. Below the time frame for the educational campaigns:

- Seat Belt Mobilization
 - Earned Media: October 5 to 14, 2018
 - Paid Media: October 8 to 14, 2018
 - Enforcement: October 8 to 14, 2018
- CIOT Mobilization
 - Earned Media: May 17 to June 2, 2019
 - Paid Media: May 20 to 31, 2019
 - Enforcement: May 20, to June 2, 2019
- Child Passenger Awareness Effort
 - Earned Media: September 15 to 21, 2019

- o Paid Media: September 15 to 21, 2019

Enter intended subrecipients.

State Agency - Puerto Rico Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	\$689,857.00	\$137,971.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.1.3 Planned Activity: Impaired Driving Media Campaign

Planned activity name Impaired Driving Media Campaign

Planned activity number 19-12-01

Primary countermeasure strategy Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Intensive communications and outreach activities and media buy plans will be part of the strategies used to expose alcohol impaired driving educational message based on program problem identification and target audience. Will unite alcohol impaired driving enforcement efforts executed by State and Municipal Police forces during high alcohol consumption periods. Also, a survey will be conducted to measure campaign impact on citizens. Implemented Strategies are based on Countermeasures that Work 2015, Chapter 1, Alcohol- and Drug-Impaired Driving, Section 5.2, Page 49, Mass Media Campaign. Below the time frame for the educational campaigns:

- Alcohol Thanksgiving Mobilization
 - Earned Media: November 15 to 25, 2018
 - Paid Media: November 16 to 23, 2018
 - Enforcement: November 16 to 26, 2018
- Alcohol Christmas Mobilization
 - Earned Media: December 14, 2018 to January 6, 2019
 - Paid Media: December 14 to 31, 2018
 - Enforcement: December 14, 2018 to January 1, 2019
- Alcohol Easter Mobilization
 - Earned Media: April 17 to 22, 2019
 - Paid Media: April 17 to 20, 2019
 - Enforcement: April 17 to 22, 2019
- Alcohol Summer Mobilization
 - Earned Media: July 12 to 29, 2019
 - Paid Media: July 15 to 28, 2019
 - Enforcement: July 12 to 29, 2019
- Alcohol Labor Day Mobilization
 - Earned Media: August 24 to September 2, 2019
 - Paid Media: August 24 to August 31, 2019
 - Enforcement: August 24 to September 2, 2019

Enter intended subrecipients.

State Agency - Puerto Rico Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2015	MAP 21 405d Impaired Driving Mid	405d Impaired Driving Mid (MAP-21)	\$103,792.36	\$20,758.00	\$0.00
2016	MAP 21 405d Impaired Driving Mid	405d Impaired Driving Mid (MAP-21)	\$910,182.64	\$182,036.00	\$0.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.1.4 Planned Activity: Youth Impaired Driving Media Campaign

Planned activity name	Youth Impaired Driving Media Campaign
Planned activity number	19-12-02
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Educate young drivers, ages 16-24, to not to drink and drive or ride with a drunk driver. Promote the use of designated drivers in outreach activities that bring in large numbers of target audience, with the finality of reducing alcohol related fatalities among youth. This strategy is based on Countermeasures that Work2015, Chapter 1, Alcohol- and Drug-Impaired Driving, Section 6.5, Page 65, Youth Programs. Below the time frame for the educational awareness efforts:

- San Sebastián Street Fest Awareness Effort
 - Earned Media: January 17 to 20, 2019
 - Paid Media: January 17 to 20, 2019
- Intercollegiate Sports Competitions Awareness Effort
 - Earned Media: April 25 to 28, 2019*
 - Paid Media: April 25 to 28, 2019*

*TBD by the Competitions Committee that meets on January 2019.

Enter intended subrecipients.

State Agency - Puerto Rico Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405d Impaired Driving Mid	405d Impaired Driving Mid (MAP-21)	\$86,398.00	\$17,280.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.1.5 Planned Activity: Speed and Aggressive Media Campaign

Planned activity name Speed and Aggressive Media Campaign

Planned activity number 19-12-03

Primary countermeasure strategy Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Below the time frame for the educational campaigns:

- Earned Media: February 11 to 24, 2019
- Paid Media: February 12 to 22, 2019
- Enforcement: February 11 to 24, 2019

Enter intended subrecipients.

State Agency - Puerto Rico Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Paid Advertising (FAST)	\$259,464.00	\$51,893.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.5.1.6 Planned Activity: Non-Motorized Media Campaign

Planned activity name	Non-Motorized Media Campaign
Planned activity number	19-12-10
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

- Traffic Safety Education Park (PESET) Educational Effort
 - Earned Media: January 28 to February 1, 2019
 - Paid Media: January 28 to February 1, 2019
- Pedestrian Mobilization
 - Earned Media: March 7 to 13, 2019
 - Paid Media: March 7 to 13, 2019
 - Enforcement: March 7 to 13, 2019
- Cyclist Awareness Effort
 - Earned Media: May 16 to 19, 2019
 - Paid Media: May 16 to 19, 2019

Enter intended subrecipients.

State Agency - Puerto Rico Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405h Nonmotorized Safety	405h Public Education	\$264,148.01	\$52,830.00	\$0.00
2018	FAST Act 405h Nonmotorized Safety	405h Public Education	\$125,483.99	\$25,097.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.5.1.7 Planned Activity: Motorcycle Awareness Media Campaign

Planned activity name Motorcycle Awareness Media Campaign

Planned activity number 19-12-12

Primary countermeasure strategy Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Intensive communications and outreach activities and media buy plans will be part of the strategies used to expose motorcyclist safety educational messages based on program problem identification and target audience promoting motorcyclist's safety. This strategy is based on Countermeasures

that Work 2015, Chapter 5, Motorcycles, Section 4, Page 23, Communications and Outreach. Below the time frame for the educational awareness effort:

- Earned Media: March 21 to 24, 2019
- Paid Media: March 21 to 24, 2019

Target Audience-

The PRTSC has essential responsibility to implement strategic plans to reduce traffic deaths in Puerto Rico. This program will propose the following strategies to address the problem of road safety to drivers and passengers of a motor vehicle:

Data analysis obtained identifies specific population, age, gender and period:

- **Audience-** Primary –men 18-36; 715,255 estimated
- **Zone, & Hours-** emphasize in the Metropolitan Area / 6:00pm to 1:59am
- **Message and Talking Point-** "Share the Road"

Strategic Communications Plan- focus on maintaining the frequency of messages and obtaining earned media through traditional and social media airing simultaneously.

Media Tactics- will replicate the 2017 campaign to raise awareness about motorcycle safety. Can also update Radio, Digital, Print, Out of Home, and Educational Materials based on target and this program goal and objective accordingly to the reality of the media and the engagement with the target audience. An Advertising Agency will be hired for this purpose.

Paid Media- will establish the creative concept and the paid media strategies for media buy accordingly to the reality of the media and the engagement with the target audience. The purchase amount will depend on the traffic fatalities and demographic and market research. The purchase amount will depend on the traffic fatalities and demographic, market studies, analysis newspapers circulation, Google Analytic, Alexa.com, Nielsen and Arbitron.

The information will lead to selection of elements, space time and places to be successful towards the goal. An advertising agency will be hired as the carry specialized systems needed for these purposes. Services of an advertising agency will be hired as an authorized PRTSC agent for media ads purchasing. The hiring of this service arises from the need of human and technical resources, which include equipment and operational programs. The process of buying patterns in the media includes the selection and evaluation of our target market according to the detached information flow analysis, negotiations with broadcaster's, space availability, formalization of the purchase, signing agreements and delivery of equipment, among other tasks performed by specialists in media buys.

Frequency in exposing the message- the frequency will aim to reach the same person repeatedly. The budget will determine how much frequency can be given to each advertised effort. For example, a frequency of 2+ implies that the same person will be exposed to the same message at least two times during the advertised campaign and obtain at least 3 million impressions at the end for year 2019. The term "impression" is each time an individual is exposed to a message received through any type of media. The number is calculated based on parameters pre-established by media systems and programs.

Earned Media- the strategy will consist of lobbying Public Relations which may include press conferences, media tours, interviews, press releases and in depths articles, as well and distribution of educational content and increase frequency with bonuses gained thru media buy. For this will can need educational material such as brochures, flyers/posters, photo/video content, banners and backdrop, among others, for impact purpose. The advertising agency can also be required for Display production and mounting. Also, and as part of our educational and promotional responsibility for this program, a Media Monitoring Service is well needed for this tactic.

This service provides monitoring of all relevant news to our agency to assess the scope of the educational message in each program. At the same time caters instantly every matter of public discussion that needs to be answered or explained the spokespersons. Service will be Monday to Sunday from 6:00am to 6:00pm for major radio stations & TV channels, newspapers and digital portals. A monthly report presenting all unpaid exposure and cost analysis that quantifies the equivalent unpaid exposure will be required.

Owned Media (websites, Social and Mobile Networks)- a strategy throughout the year to increase the frequency on social networks and mobile devices will be decisive in the overall communication plan to improve the promotion of educational content and brand awareness PRTSC to achieve the objective. Furthermore, PR Act 176-2012 states that "...a particular link is created in the website for traffic laws for citizens to be educated, among other purposes" in this case, as part of the work carried out for this program educational message.

As revealed by the Telecommunications Regulatory Board, the agency responsible for regulating this industry in PR, the number of wireless units' active at April 30, 2014, amounted to 3.09 million, equivalent to 82% of the population.

Another study conducted by Estudios Técnicos revealed that 72.8% of the population use social networks, mainly Facebook, followed by YouTube, Google+ and Twitter. The study shows that 73% of respondents believe that social media include in their purchases and therefore in decision-making. Strategy can include:

- promoting owned media platforms such as Facebook, Instagram, Twitter, YouTube, website www.comisionparalaseguridadeneltransito.com, among others.
- shareable educational content using *hashtags* to engage owned media platforms.
- generate live and real-time videos on live digital platforms
- boost social media platforms contracting advertising space as PRTSC authorized agent to promote the educational message when Buy Media Plans is being aired.

Objective:

Reach at least 55% of target audience with the educational message of motorcycle safety and share the road and its legal effect as established on PR Act 22-2000 with a frequency 2+ and obtain at least 2 million impressions.

Strategies
a. To promote the motorcycle safety educational message and generate shareable educational content <i>using hashtags</i> to engage public with owned media platforms and obtain at least 200 interactions at the end of fiscal year.
b. To print/distribute at least 10,000 pieces year-round of brochures and/or flyers/posters with motorcycle safety content on Events/Mass Impact Activities and to share out to educators, Institutions and walk-in public.
c. To Produce/Reproduce educational pieces with the motorcycle safety educational content.
d. To publicize the motorcycle safety educational message thru Public Relations which can include press conferences, media tours, interviews, as well as activities planned thru alliances with different entities (<i>for details see Media Tactics Section on C.2 -Proposed Solution</i>).
e. To obtain at least \$6,000 on earned media from promoting motorcycle safety educational content.
f. To publish Motorcycle Safety Media Buy Plans* with a frequency 2+ and obtain at least 3 million impressions at the end of year 2019.

Enter intended subrecipients.

State Agency - Puerto Rico Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405f Motorcycle Programs	405f Motorcyclist Awareness (MAP-21)	\$45,423.68	\$9,085.00	\$0.00
2017	FAST Act 405f Motorcycle Programs	405f Paid Advertising (FAST)	\$45,512.53	\$9,103.00	\$0.00
2019	FAST Act 405f Motorcycle Programs	405f Paid Advertising (FAST)	\$19,914.16	\$3,983.00	\$0.00
2015	MAP 21 405f Motorcycle Programs	405f Motorcyclist Awareness (MAP-21)	\$11,773.63	\$2,355.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.5.1.8 Planned Activity: Distracted Driving Media Campaign

Planned activity name Distracted Driving Media Campaign

Planned activity number 19-12-14

Primary countermeasure strategy Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Intensive communications and outreach activities and media buy plans will be part of the strategies used to expose distracted driving educational messages based on program problem identification and target audience. Will unite distracted driving enforcement efforts executed by State and Municipal Police forces during the mobilizations periods. Also, surveys will be conducted to measure campaigns impact on citizens. This strategy is based on Countermeasures that Work 2015, Chapter 4, Distracted and Drowsy Driving, Section 2.2, Page 20, Communications and Outreach on Distracted Driving. Below the time frame for the educational campaign:

- Earned Media: April 5 to 14, 2019
- Paid Media: April 9 to 14, 2019
- Enforcement: April 9 to 16, 2019

Enter intended subrecipients.

State Agency - Puerto Rico Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019		FAST Act NHTSA 402	Paid Advertising (FAST)	\$299,114.00	\$59,823.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6 Program Area: Community Traffic Safety Program

Program area type Community Traffic Safety Program

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

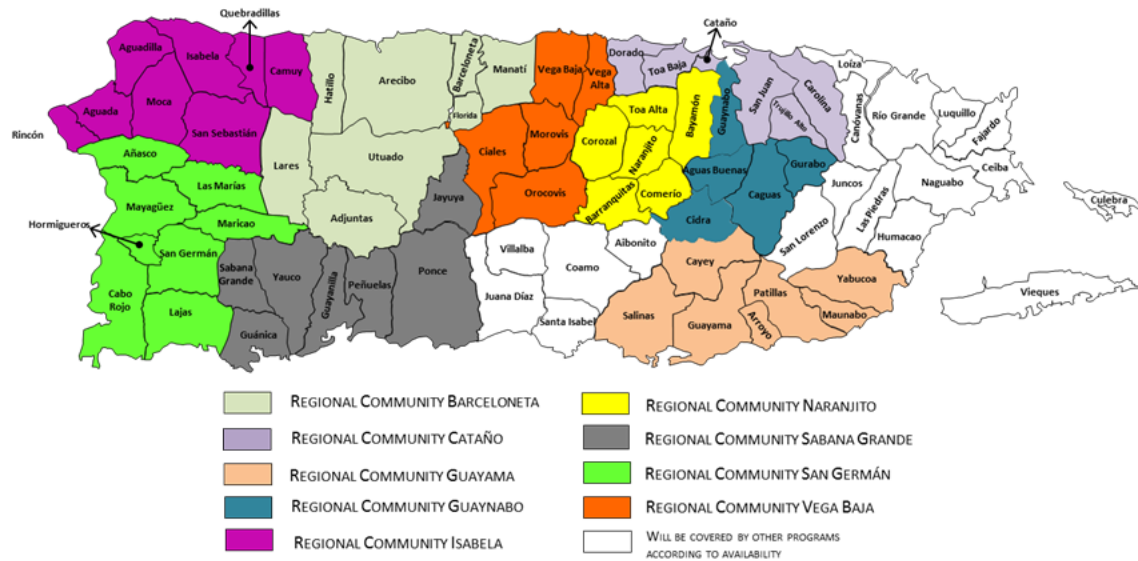
PRITSC has been relying with the efforts of Community Traffic Safety Programs (CTSPs) since 1989. These programs conduct community-based traffic crash prevention, education and outreach efforts using firsthand knowledge of their areas, targeting specific high-risk group(s) at venues and events. Programs have also played a critical role, acting as a direct link between PRITSC 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 PRITSC. 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 PRITSC, they meet quarterly as a group to receive information from the PRITSC 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 PRITSC 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.

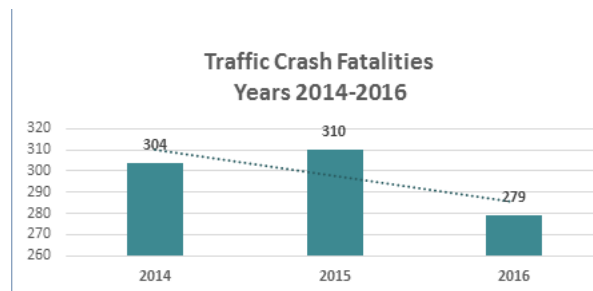
Historically, PRITSC has established CTSP's in over thirty (43) municipalities throughout the island. The projection for FY 2019 is for the establishment of nine (9) programs directly serving 60 municipalities which altogether comprise 84% of island's population. These programs will continue to support and work together with PRITSC to build new attitudes among citizens.

Community Traffic Safety Programs (CTSP's) FY2019

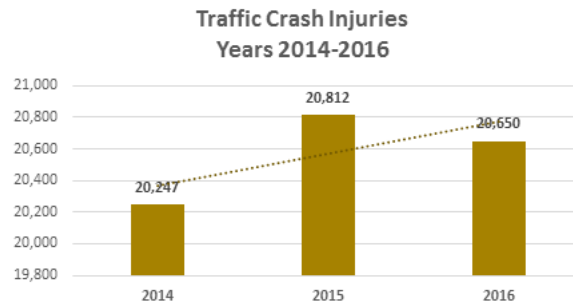


The following table lists projection of all CTSP's for FY2019 with their assigned municipalities, and data regarding their populations, fatalities and injury crashes.

Comisión para la Seguridad en el Tránsito Community Program FY2019				
Num.	Regional Community Program	Population (CENSUS)	Total Fatalities 2014-2016	Injury Crashes 2014-2016
1	San Germán (Añasco, Cabo Rojo, Hormigueros, Lajas, Las Marías, Mayaguez, Maricao)	263,945	61	5,033
2	Sabana Grande (Guayanilla, Guánica, Peñuelas, Yauco, Ponce, Jayuya)	315,567	63	5,471
3	Guayama (Arroyo, Cayey, Maunabo, Patillas, Salinas, Yabucoa)	213,577	71	3,913
4	Barceloneta (Arecibo, Florida, Hatillo, Manatí, Utuado, Lares, Adjuntas)	303,387	70	5,075
5	Isabela (Aguada, Aguadilla, Camuy, Moca, Quebradillas, San Sebastián, Rincón)	307,356	94	6,789
6	Naranjito (Toa Alta, Bayamón, Corozal, Comerío, Barranquitas)	400,822	88	4,302
7	Guaynabo (Aguas Buenas, Caguas, Cidra, Gurabo)	358,325	90	7,372
8	Cataño (Dorado, Toa Baja, Trujillo Alto, Carolina, San Juan)	802,844	203	13,889
9	Vega Baja (Vega Alta, Morovis, Ciales, Crocovich)	174,428	30	1,691
Total		3,140,251	770	53,535



Data of fatal provided by FARS (PRTSC) for years 2014, 2015 and 2016. A decreasing trend is clearly depicted, with 2015 reporting 6 fatalities less than 2014 for a 2% reduction. However, in 2016 also depicts a reduction of 25 fatalities for a 8% reduction when compared with 2014.



Data of Injury Crashes provided by Safety System for years 2014, 2015 and 2016. This graphic represent demonstrates injury crashes reported in 2014, 2015 and 2016, with the latter reporting a total of 20,651 crashes. When compared with 2015 crashes, 2016 reported a 0.7% reduction.

The Educational Park for Traffic Safety, better known as (PESET), specializes its attendance on kids ages 6 to 10 years old. This school/Park mimics and simulates an ideal city, where positive conduct is promoted and at the same time it's instructive and educational on the topics of traffic safety laws, with the main purpose of promoting safe conduct, so, this way, this kid do not expose themselves in hurtful or deadly situations provoked by any type of traffic accident. The essential function of this school/park is to orientate in the topics of laws and it also measures/teaches what we need to know/follow in traffic safety, the techniques thought are cyclist, pedestrian and driver by the specifications of the current educational curriculum.

For Fiscal Year 2016-2017 we offered our services to 195 institutions out of these: 80 were Public Schools, 23 Private Schools including Systems, 2 Head Start Centers and 55 Independents Groups, 11 organizations and 24 Summer Camps.

With the objective of promoting the importance of traffic safety among children between the ages of 6-10 years old and learning to correct habits that they will apply though their adulthood. PESET will continue to provide traffic safety education and experiences as driver, pedestrian and cyclist. This will be done first in a classroom environment and then in the park's replica of typical Puerto Rican Town roads.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	272.0
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	3,822.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management (CTSP)
2019	Community Traffic Safety Prevention and Education

5.6.1 Countermeasure Strategy: Highway Safety Office Program Management (CTSP)

Program area	Community Traffic Safety Program
Countermeasure strategy	Highway Safety Office Program Management (CTSP)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The coordinator of community programs focuses on the reduction of injury and fatalities in all traffic areas, referring activities, providing the necessary tools, coordinating training, quarterly meetings and promoting conditions for safe roads. In addition, the CTSPC will ensure that the proper management of the funds is maintained within an established budget, develop and fund projects to achieve the objectives, maintain a data-driven approach and complete the required reports in accordance with federal regulations and state.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The project has a person who works as a CP coordinator, a burden to ensure that the activities of the community program are implemented as the proposed and established procedures for a systematic management of projects within the framework of the PC module. The coordinator will work with the CP and PS programs. 70% of personnel costs and supplementary benefits are allocated in this area of the program. In addition, local and United States trips are financed.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Traffic Safety Community Programs have a multidisciplinary approach and are based on the different guidelines:

#3 Motorcycle Safety

#8 Impaired Driving

#14 Pedestrian & Bicyclist safety

#19 Speed Management

#20 Occupant Protection

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-06-31	Community Programs Coordinator	Highway Safety Office Program Management (CTSP)

5.6.1.1 Planned Activity: Community Programs Coordinator

Planned activity name	Community Programs Coordinator
Planned activity number	19-06-31
Primary countermeasure strategy	Highway Safety Office Program Management (CTSP)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The coordinator will provide support with the Community Traffic Safety Programs and the Traffic Safety Education Park and 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.

Enter intended subrecipients.

State Agency - Puerto Rico Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management (CTSP)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$31,303.55	\$6,261.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.2 Countermeasure Strategy: Community Traffic Safety Prevention and Education

Program area	Community Traffic Safety Program
Countermeasure strategy	Community Traffic Safety Prevention and Education

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in

geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The coordinator and assistant of the community program focuses on the reduction of causes and deaths in transit in all areas, referring to activities, constantly training, participating in quarterly meetings and promoting the conditions for safe roads. In addition, the (CTSPC) will ensure that adequate management of the funds is maintained within the budget established in its proposal, develops events and projects to achieve the objectives, maintains a data-driven approach and completes the required reports in accordance with federal laws and state.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

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

CTSP personnel also provide assistance to municipalities when their local law enforcement agencies participate of the different mobilizations scheduled by the PRTSC. They serve as a direct contact with the municipality in cases on which PRTSC personnel can't 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.

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.

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 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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Traffic Safety Community Programs have a multidisciplinary approach and are based on the different guidelines:

Uniforms Guidelines for State Highway Safety Programs:

- No. 3 Motorcycle Safety
- No. 8 Impaired Driving
- No. 14 Pedestrian & Bicyclist safety
- No. 19 Speed Management
- No. 20 Occupant Protection

This countermeasure strategy is the rationale that will be implemented in the FY2019 by the Highway Safety Office and the safety partners are proven effective nationally, have been successful in Puerto Rico, and are appropriate given the data in the problem identification and the resources available.

It is a reasonable budget for the project to achieve the implementation of planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-06-22	Community Program of Sabana Grande	Community Traffic Safety Prevention and Education
19-06-29	Community Program of Naranjito	Community Traffic Safety Prevention and Education
19-06-21	Community Program of Isabela	Community Traffic Safety Prevention and Education
19-06-11	Community Program of Guayama	Community Traffic Safety Prevention and Education
19-06-46	Community Program of Cataño	Community Traffic Safety Prevention and Education
19-06-28	Community Program of San Germán	Community Traffic Safety Prevention and Education
19-06-15	Community Program of Barceloneta	Community Traffic Safety Prevention and Education
19-06-51	Community Program of Vega Baja	Community Traffic Safety Prevention and Education
19-06-52	Community Program of Guaynabo	Community Traffic Safety Prevention and Education
19-06-50	Traffic Safety Education Park (PESET)	Community Traffic Safety Prevention and Education

5.6.2.1 Planned Activity: Community Program of Sabana Grande

Planned activity name	Community Program of Sabana Grande
Planned activity number	19-06-22
Primary countermeasure strategy	Community Traffic Safety Prevention and Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The coordinator and assistant of the community program focuses on the reduction of causes and deaths in transit in all areas, each one covers between 5 and 8 municipalities directly and in another place of the island depending on the need, making reference to activities, constantly training, participating in the quarterly meetings and promoting the conditions for safe roads. In addition, the (CTSPC) will ensure that adequate management of the funds is maintained within the budget established in its proposal, develops events and projects to achieve the objectives, maintains a data-driven approach and completes the required reports in accordance with federal laws and state.

Enter intended subrecipients.

State Agency - Municipality of Sabana Grande

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Community Traffic Safety Prevention and Education

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$63,877.64	\$12,775.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.2.2 Planned Activity: Community Program of Naranjito

Planned activity name	Community Program of Naranjito
Planned activity number	19-06-29

Primary countermeasure strategy Community Traffic Safety Prevention and Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The coordinator and assistant of the community program focuses on the reduction of causes and deaths in transit in all areas, each one covers between 5 and 8 municipalities directly and in another place of the island depending on the need, making reference to activities, constantly training, participating in the quarterly meetings and promoting the conditions for safe roads. In addition, the (CTSPC) will ensure that adequate management of the funds is maintained within the budget established in its proposal, develops events and projects to achieve the objectives, maintains a data-driven approach and completes the required reports in accordance with federal laws and state.

Enter intended subrecipients.

State Agency - Municipality of Naranjito

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Community Traffic Safety Prevention and Education

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.6.2.3 Planned Activity: Community Program of Isabela

Planned activity name	Community Program of Isabela
Planned activity number	19-06-21
Primary countermeasure strategy	Community Traffic Safety Prevention and Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The coordinator and assistant of the community program focuses on the reduction of causes and deaths in transit in all areas, each one covers between 5 and 8 municipalities directly and in another place of the island depending on the need, making reference to activities, constantly training, participating in the quarterly meetings and promoting the conditions for safe roads. In addition, the (CTSPC) will ensure that adequate management of the funds is maintained within the budget established in its proposal, develops events and projects to achieve the objectives, maintains a data-driven approach and completes the required reports in accordance with federal laws and state.

Enter intended subrecipients.

State Agency - Municipality of Isabela

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Community Traffic Safety Prevention and Education

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$50,768.50	\$10,154.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.2.4 Planned Activity: Community Program of Guayama

Planned activity name	Community Program of Guayama
Planned activity number	19-06-11
Primary countermeasure strategy	Community Traffic Safety Prevention and Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The coordinator and assistant of the community program focuses on the reduction of causes and deaths in transit in all areas, each one covers between 5 and 8 municipalities directly and in another place of the island depending on the need, making reference to activities, constantly training, participating in the quarterly meetings and promoting the conditions for safe roads. In addition, the (CTSPC) will ensure that adequate management of the funds is maintained within the budget established in its proposal, develops events and projects to achieve the objectives, maintains a data-driven approach and completes the required reports in accordance with federal laws and state.

Enter intended subrecipients.

State Agency - Municipality of Guayama

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Community Traffic Safety Prevention and Education

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$57,996.00	\$11,599.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.2.5 Planned Activity: Community Program of Cataño

Planned activity name	Community Program of Cataño
Planned activity number	19-06-46
Primary countermeasure strategy	Community Traffic Safety Prevention and Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The coordinator and assistant of the community program focuses on the reduction of causes and deaths in transit in all areas, each one covers between 5 and 8 municipalities directly and in another place of the island depending on the need, making reference to activities, constantly training, participating in the quarterly meetings and promoting the conditions for safe roads. In addition, the (CTSPC) will ensure that adequate management of the funds is maintained within the budget established in its proposal, develops events and projects to achieve the objectives, maintains a data-driven approach and completes the required reports in accordance with federal laws and state.

Enter intended subrecipients.

State Agency - Municipality of Cataño

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Community Traffic Safety Prevention and Education

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$56,748.66	\$11,350.00	\$0.00
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$22,051.34	\$4,410.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.2.6 Planned Activity: Community Program of San Germán

Planned activity name Community Program of San Germán
Planned activity number 19-06-28
Primary countermeasure strategy Community Traffic Safety Prevention and Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The coordinator and assistant of the community program focuses on the reduction of causes and deaths in transit in all areas, each one covers between 5 and 8 municipalities directly and in another place of the island depending on the need, making reference to activities, constantly training, participating in the quarterly meetings and promoting the conditions for safe roads. In addition, the (CTSPC) will ensure that adequate management of the funds is maintained within the budget established in its proposal, develops events and projects to achieve the objectives, maintains a data-driven approach and completes the required reports in accordance with federal laws and state.

Enter intended subrecipients.

State Agency - Municipality of San Germán

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Community Traffic Safety Prevention and Education

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$72,436.00	\$14,487.00	\$0.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.6.2.7 Planned Activity: Community Program of Barceloneta

Planned activity name	Community Program of Barceloneta
Planned activity number	19-06-15
Primary countermeasure strategy	Community Traffic Safety Prevention and Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The coordinator and assistant of the community program focuses on the reduction of causes and deaths in transit in all areas, each one covers between 5 and 8 municipalities directly and in another place of the island depending on the need, making reference to activities, constantly training, participating in the quarterly meetings and promoting the conditions for safe roads. In addition, the (CTSPC) will ensure that adequate management of the funds is maintained within the budget established in its proposal, develops events and projects to achieve the objectives, maintains a data-driven approach and completes the required reports in accordance with federal laws and state.

Enter intended subrecipients.

State Agency - Municipality of Barceloneta

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Community Traffic Safety Prevention and Education

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$65,641.00	\$13,128.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.2.8 Planned Activity: Community Program of Vega Baja

Planned activity name	Community Program of Vega Baja
Planned activity number	19-06-51
Primary countermeasure strategy	Community Traffic Safety Prevention and Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The coordinator and assistant of the community program focuses on the reduction of causes and deaths in transit in all areas, each one covers between 5 and 8 municipalities directly and in another place of the island depending on the need, making reference to activities, constantly training, participating in the quarterly meetings and promoting the conditions for safe roads. In addition, the (CTSPC) will ensure that adequate management of the funds is maintained within the budget established in its proposal, develops events and projects to achieve the objectives, maintains a data-driven approach and completes the required reports in accordance with federal laws and state.

Enter intended subrecipients.

State Agency - Municipality of Vega Baja

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Community Traffic Safety Prevention and Education

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$62,914.00	\$12,583.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.2.9 Planned Activity: Community Program of Guaynabo

Planned activity name	Community Program of Guaynabo
Planned activity number	19-06-52
Primary countermeasure strategy	Community Traffic Safety Prevention and Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger

safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The coordinator and assistant of the community program focuses on the reduction of causes and deaths in transit in all areas, each one covers between 5 and 8 municipalities directly and in another place of the island depending on the need, making reference to activities, constantly training, participating in the quarterly meetings and promoting the conditions for safe roads. In addition, the (CTSPC) will ensure that adequate management of the funds is maintained within the budget established in its proposal, develops events and projects to achieve the objectives, maintains a data-driven approach and completes the required reports in accordance with federal laws and state.

Enter intended subrecipients.

State Agency - Municipality of Guaynabo

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Community Traffic Safety Prevention and Education

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$61,935.00	\$12,387.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.6.2.10 Planned Activity: Traffic Safety Education Park (PESET)

Planned activity name Traffic Safety Education Park (PESET)
Planned activity number 19-06-50
Primary countermeasure strategy Community Traffic Safety Prevention and Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

For the fiscal year 2019, we will expand education in traffic safety in Traffic Safety Education Park (PESET) in Arecibo, in order to keep educating and forming children and young in traffic safety issues. Education and experience in the classroom will be provided as a driver, pedestrian, cyclist, and will be educated in the subjects of the child seat, alcohol, distracting driving, speed and safety of the motorcyclist safety to children from 3 to 18 years old. To keep providing and promoting correct actions based on education, allows children and young people to have skills and safety awareness in all matters related to traffic safety. Will be created three curricula divided into Preschool, Elementary and Intermediate / Higher Level, which will increase education and visits to the PESET.

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 child restraint 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.

Enter intended subrecipients.

State Agency - Puerto Rico Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Community Traffic Safety Prevention and Education

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$292,263.44	\$58,453.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7 Program Area: Traffic Records

Program area type Traffic Records

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Historically, the problems with traffic records in Puerto Rico is the timely availability of data and the lack of data sharing system within the agencies. That is currently one of our difficulties: we do not have available data on traffic crashes that occurred in years 2017 and 2018. In the absence of such data in a timely manner, we are limited to the use of 2016 data.

Although progress has been made in the past 5 years regarding accessibility and timeliness of the traffic crashes data through the SAFETY/CARE (Critical Analysis Reporting Environment) data analysis tool, still, we face many challenges. Information such as the Year 2017, 185,803 traffic crashes, which are reflected in 14,213 (injuries) and 93,070 (property damage), according to the data provided by the Accident Analysis Office, must be loaded into the SAFETY/CARE system. For 2018, 250,000 traffic crashes are expected. As for now, this data must be entered one by one, by people, into the system.

Currently, the Puerto Rico Police Department (PRPD) is in the process of implementing the digital form of Crash Report (PPR-93 now PPR-621.4), which will facilitate the feeding of crashes to the database. This year the Puerto Rico Police Department has concluded the process of approval of the Crash Report. They will begin with the training process of 824 agents of the Highway Patrol Division in the month of July, 2018. We hope that the Crash Report is fully implemented by mid-2019.

The Puerto Rico Traffic Safety Commission (PRTSC) requests to maintain, at least for one more year, the human resources reimbursed by the 405C funds; these are the data entries of the Accident Analysis Office who received the manually reports of the crashes and enter them into the system. In the next twelve months, the Crash Report will be implemented in the Highway Patrol Division, but the rest of the PRPD's active personnel will continue to work the paper form until the training process ends.

Another challenge is the implementation of the last Assessment recommendations from 2016. Many recommendations must be evaluated by an analyst (IT) with knowledge in the field. The analyst can provide PRTSC with a complete action plan to implement the recommendations. It's necessary to continue with the collaboration of the information analyst.

As part of the information sharing that the TRCC allows, PRTSC will continue to weigh data and data sharing weaknesses to address them and work to improve uniformity, accuracy, timeliness, completeness, accessibility, and integration.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	B-3) Mean number of days from crash date to date crash report is entered into database	Annual	2019	35.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	IT Consultant
2019	Improves timeliness of a core highway safety database
2019	Improves accessibility of a core highway safety database
2019	Highway Safety Office Program Management (TR)

5.7.1 Countermeasure Strategy: IT Consultant

Program area Traffic Records

Countermeasure strategy IT Consultant

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The Consultant will assist the TR Coordinator to develop a viable action plan to implement the recommendations of the last assessment of 2016. Their knowledge in technology is essential to complement the work carried out by the TR Coordinator.

Among the tasks to be performed, the IT Consultant must participate in meetings with the representatives of the six systems. Discuss their deficiencies and strengths and study the different possibilities to achieve the implementation of the recommendations.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

For the fiscal year 2019, Traffic Records Coordinator will:

1. Assist the coordinator in the meeting with the IT of EMS/Injury Surveillance Systems, to discuss the implementation of the electronic registry on the Department of Health and other systems to be used in that area.
2. Follow up with the Department of Justice to unify the procedures and integrate the alcohol information with the driver's information.
3. Assisting the TR Coordinator in the elaboration of suggestions has to be incorporated in the work plans of systems with deficiencies.
4. Work closely with TR Coordinator to develop an action plan to address assessment recommendation.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The IT Consultant is not part of the National Mobilization. The position arises as part of the need to comply with the assessment recommendations. In addition, to develop an action plan and implement them, the knowledge of a computer specialist is required.

This countermeasure strategies are the rationale that will be implemented in the FY2019 by the highway safety office and the safety partners and are appropriate given the data in the problem identification and the resources available.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-07-16	Traffic Records IT Consultant	IT Consultant

5.7.1.1 Planned Activity: Traffic Records IT Consultant

Planned activity name	Traffic Records IT Consultant

Planned activity number 19-07-16

Primary countermeasure strategy IT Consultant

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The consultant will provide support to the TR Coordinator, with the continuity of the assessment recommendations of 2016. Provide support to the TR Coordinator in the following activities:

- Evaluating the work plans to unify the six systems.
- Attending meetings with the TR Coordinator,
- Support in the elaboration of suggestions has to be incorporated in the work plans of systems with deficiencies.

Enter intended subrecipients.

State Agency - Puerto Rico Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 IT Consultant

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$45,000.00	\$9,000.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7.2 Countermeasure Strategy: Improves timeliness of a core highway safety database

Program area Traffic Records

Countermeasure strategy Improves timeliness of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The Accident Analysis Office continues to work with depuration, zoning, codification and data entry of the Crash Report for years 2018 and 2019 sent by Puerto Rico Police Department.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The Accident Analysis Office work with depuration, zoning, codification and data entry of the Crash Report. The time in performing each step is as follows:

- 2 to 4 minutes per step considering the number of vehicles and injured persons involved in the traffic crash.
- 38 critical data fields must be completed by each operator. For each additional vehicle, 10 additional critical data fields must be completed and 4 more fields for each additional injured person.

It's expected that between the month of July and the month-August 2019 the data entry of all traffic crashes for the year 2018 can be entered into the computer. Then all the information entered in the computer system will be shared with Héctor M. Colón, Ph.D., Manager of the CARE System to Puerto Rico Crash Data project. He will deliver the data gathered to the technical personnel of the University of Alabama to be used by various Agencies and Universities in Puerto Rico in the accident crash statistical analysis.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The strategy was recommended in an assessment of 2012. The plan activity is not part of the National Mobilization. The plan activity is due to the need for the service. The AAO performs the data entry of the Crash Report (PPR-621.4 before PPR-93) that completes the PRPD. As we do not have the Digital Crash Report implemented, we need a service of data entry for the years 2018 and part of 2019.

Countermeasure is based on NHTSA Uniform Guidelines for State Highway Safety Programs, Guideline 10, Part II. Traffic Records System Information Quality

We are recommending this budget because we need staff assistance to complete the 2018 and part of 2019 data entry process.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-07-10	Analysis and Compilation of Traffic Crashes 2019	Improves timeliness of a core highway safety database

5.7.2.1 Planned Activity: Analysis and Compilation of Traffic Crashes 2019

Planned activity name	Analysis and Compilation of Traffic Crashes 2019
Planned activity number	19-07-10
Primary countermeasure strategy	Improves timeliness of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

By the year 2019, the number of employees from 15 to 7 working in the Accident Analyses Office of the Department of Transportation to Public Works has been reduced. These are necessary since the Puerto Rico Police Department (PRPD) has completed the process of revising the Crash Report (PPR-93 now PPR-621.4). The PRPD intends to begin the training process for officers of the Highway Patrol Division in July 2018 and expects to complete it between the months of September and October 2018. Even when the Highway Patrol Division officers begin to use the Digital report, the rest of the police officers assigned to precincts and other divisions will be using the paper form until they are trained.

This transition requires the hiring of personnel from the Accident Analysis Office to continue carrying out the process of debugging, zoning, coding, and data entry. Data entry will be performed using the current procedure and cases for the year 2019 will be entered. An input case per year is estimated at 205,000 (injuries, fatalities and property damage).

The data entered into the system will be delivered to Dr. Hector M. Colón, Project Manager, and Implementation of SAFETY/CARE Crash Data System to PR that in turn is sent to Alabama and become part of the SAFETY/CARE tool for analysis purposes.

Enter intended subrecipients.

State Agency - Department of Transportation and Public Work

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves timeliness of a core highway safety database
2019	Improves accuracy of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$110,499.18	\$22,099.83	\$0.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7.3 Countermeasure Strategy: Improves accessibility of a core highway safety database

Program area Traffic Records

Countermeasure strategy Improves accessibility of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

This goal will be accomplished through the following ten specific objectives: 1) To implement quality control procedures to identify errors in the electronic Police crash reports and provide structured feedback to the Police; 2) At least 95% of 2015-17 road emergency 911 calls requiring the first-responder vehicle will be integrated into the crash dataset; 3) To design an enhanced dataset for the Safety portal containing the new data fields to be collected in the electronic crash report; 4) All 2018 crash data and 2017 FARS data will be uploaded to the SAFETY portal; 5) To develop an online map showing locations of recent (past week) road injury calls; 6) To develop software with which to provide state agencies with official electronic crash reports on a per demand basis; 7) 40 additional users will be provided access to the new SAFETY portal and at least 20 new users will be trained in the use of the SAFETY portal by September 30, 2019; 8) At least 30 requests of technical assistance in the use of the SAFETY tool will be received and of these requests at least 28 will be addressed by September 30, 2019 and at least 50 requests of small portal modifications and problem issues will be received and of these 90% will be addressed in 14 days pr less by September 30, 2019; 9) To deploy a new tool with which to calculate high-intensity crash locations with alternative criteria with which to build hotspot operational definitions; 10) To enable special petitions of data files with new calculated variables.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The strategy was recommended in an assessment. The plan activity is not part of the National Mobilization. The plan activity responds to the need to have an accessible database to perform data analysis on crash.

We recommend this budget because we need a web platform to upload our crash data and be able to perform the relevant crash analyzes.

Countermeasure is based on NHTSA Uniform Guidelines for State Highway Safety Programs, Guideline 10, Part II. Traffic Records System Information Quality.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-07-13	SAFETY/CARE System to Puerto Rico Crash Data 7	Improves accessibility of a core highway safety database

5.7.3.1 Planned Activity: SAFETY/CARE System to Puerto Rico Crash Data 7

Planned activity name	SAFETY/CARE System to Puerto Rico Crash Data 7
Planned activity number	19-07-13
Primary countermeasure strategy	Improves accessibility of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Puerto Rico collects a considerable amount of traffic data including crash and fatality data. Up until 2012, however, analyses of crash data to support policy or programmatic decisions were very limited. There were several reasons for this: 1) Manual data collection in the field by the State Police; 2) A crash form dating from 1988 lacking compliance with the Model Uniform Crash Criteria (MMUCC) Guide; 3) Only about 60% of crashes could be geolocated (about 40% could not be geolocated because Police reports do not include enough information with which to geolocate the crash); 4) data files in a relational database requiring programming skills (i.e., SQL queries) to be analyzed. These limitations increasingly placed PR at a disadvantage to compete and secure federal funding since being able to substantiate statements of need with empirical evidence has become the expected method of justifying funding requests.

During the past six years, we have successfully begun to address these limitations focusing on three areas: 1) data quality, 2) data completeness, and 3) access to the data. We started by deploying a set of data analysis tools – the Critical Analysis Reporting Environment (CARE) developed by CAPS, University of Alabama – which do not require programming skills or knowledge of SQL queries. The CARE tools were adapted for use with the Puerto Rico data. Instruction manuals and data dictionaries were developed and the variable names and category labels were translated. The available data were migrated into CARE.

To date, we are maintaining a desktop application for crash data analysis, a restricted portal with 270 registered users (a 21.1% increase from the prior year), and a public access portal. During the current year (October 2017 to March 2018) the restricted portal has registered 933 logins – a 3.4% increase from the prior year. Crash data from 2007 to 2016 with 631,481 records are currently loaded into the CARE tool. A modified portal – Safety Portal – has substituted the previous CARE portal with added functionality in the construction of filters, plotting of crashes into maps, and data downloading. We were also able to complete the adaptation and implementation of a geo-referencing tool (Mapclick) to support searching for crash sites in maps and collecting coordinates as well as road positions. Finally, during the current year, we integrated medical cost data from the road injury insurance claim dataset covering years 2014 through 2016.

Most importantly for the overall effort of improving crash data and its access and analysis, an automated crash report application was developed by the Puerto Rico Police. We have collaborated in its development consulting with stakeholders about their data needs, developing a set of data fields and their business rules, and

attending planning meetings.

Enter intended subrecipients.

Private Agency - Carlos Albizu University

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves accessibility of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$85,744.37	\$17,149.00	\$0.00
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$198,255.68	\$39,651.13	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7.4 Countermeasure Strategy: Highway Safety Office Program Management (TR)

Program area	Traffic Records
Countermeasure strategy	Highway Safety Office Program Management (TR)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Traffic Records Coordinator continue working and overseeing TRCC- Quarterly meetings and constant information sharing. Also, will coordinate the participation in the annual Traffic Records Forum. Provide follow up, technical assistance and evaluate the performance of Project SAFETY/CARE an Project of Analysis Accident Office. And work closely with Program IT contractor to develop an action plan to address assessment recommendations.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The TR Coordinator support highway and traffic safety decision-making and long-range transportation planning. A complete TR Coordinator is necessary for identifying the locations and causes of crashes, for planning and implementing countermeasures, for operational management and control, and for evaluating highway safety programs and improvements. TR Coordinator provides a uniform manage most, ensures TRCC stakeholder come from highway data systems.

For the fiscal year 2019, Traffic Records Coordinator will:

1. Quarterly meetings and constant information sharing. Also, will coordinate the participation in the annual Traffic Records Forum.
2. To provide follow up, technical assistance and evaluate the performance of Project SAFETY/CARE.
3. To provide follow up, technical assistance and evaluate the performance of Project Analysis Accident Office.
4. Work closely with Program IT contractor to develop an action plan to address assessment recommendation

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The TR Coordinator is not part of the National Mobilization. The position does not arise as part of an emerging issue. The role of the TR Coordinator is fundamental to fulfill the foals and work the activity plan.

We recommend this budget for the best performance of the project.

Countermeasure is based on NHTSA Uniform Guidelines for State Highway Safety Programs, Guideline 10, Part I. Program Management and Strategic Planning.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-07-01	Traffic Records Coordinator	Highway Safety Office Program Management (TR)

5.7.4.1 Planned Activity: Traffic Records Coordinator

Planned activity name	Traffic Records Coordinator
Planned activity number	19-07-01
Primary countermeasure strategy	Highway Safety Office Program Management (TR)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

TR Coordinator will continue representing the interests of Puerto Rico Traffic Safety Commission (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. The 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. The strategy is based on NHTSA's Uniform Guidelines, Guideline #10 – Traffic Records, and Chapter IV-Managing Traffic Records.

Enter intended subrecipients.

State Agency - Puerto Rico Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management (TR)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019		FAST Act NHTSA 402	Traffic Records (FAST)	\$84,746.00	\$16,949.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.8 Program Area: Non-motorized (Pedestrians and Bicyclist)

Program area type Non-motorized (Pedestrians and Bicyclist)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

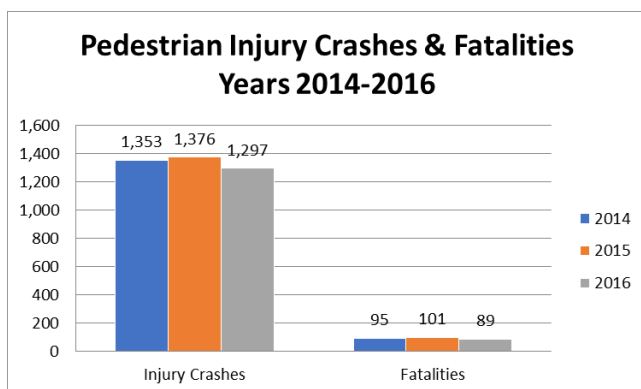
No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Pedestrian Fatalities & Injury Crashes

During the period of 2014-2016, Puerto Rico reported total 893 traffic crash fatalities, 31% or 283 of these where pedestrian fatalities.



Analyzing pedestrian fatalities profile characteristics for the three-year period of 2014-2016:

- 57% of all pedestrian fatalities were among the 63+ age group.
- 81% of pedestrian fatalities were male and 19% were female.
- 48% of pedestrian fatalities occur between the hours of 6:00 pm and 11:59 pm.

- Weekend days – Friday, Saturday and Sunday, account for most pedestrian fatalities, comprising a total of 55%.

According to SAFETY when analyzing pedestrian injury crash profile characteristics for the three-year period 2014-2016, we found:

- The age of most pedestrian injury crashes is unknown. This represents 19% of all pedestrian injury crashes.
- The 25-36 age group represents 19% of all pedestrian injury crashes.
- The 37-49 age group represents 18% of all pedestrian injury crashes.
- Most pedestrian injury crashes took place between the hours of 6:00 pm and 11:59 pm, accounting for 32% of total injury crashes.
- Most pedestrian injury crashes took place on weekdays, Tuesday through Saturday, respectively accounting for 75% of all pedestrian injury crashes.
- 40% of pedestrian’s injury crashes occurred in the Municipalities of Aguadilla, San Juan, Bayamón, Ponce, Carolina and Mayaguez.

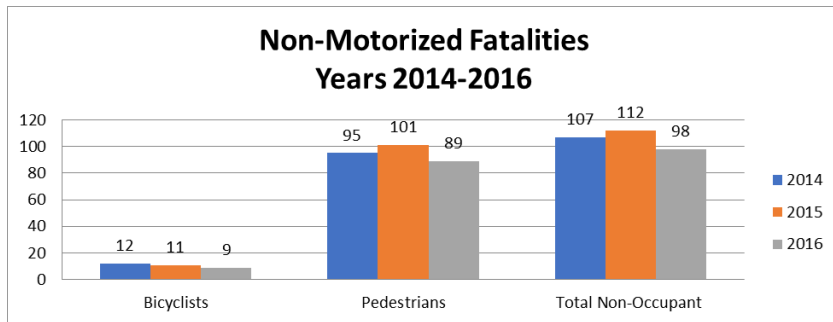
Bicyclists Fatalities & Injury Crashes

When analyzing bicyclist fatalities profile characteristics for the three-year average, 2014-2016, we found that:

- 32 bicyclist deaths accounted for this time represent 4% of all traffic fatalities.
- 97% of bicyclists fatalities were men.
- 28% of all bicyclist fatalities represent 50-62 age group, making them the population with the highest risk factor. The 63+ age group represented 19% of all bicyclist fatalities.
- 56% of bicyclist fatalities occurred between Friday and Sunday.
- 50% of bicyclist fatalities occurred between the hours of 6:00 pm and 10:59 pm.
- 35% of bicyclist fatalities occurred between the hours of 7:00 am and 8:59 am.
- 36% of bicyclist injury and fatal crashes occurred Thursday and Friday.
- 19% of bicyclist injury and fatal crashes occurred on Mondays.

Analysis of the total of 140 bicyclist injury crashes reported during 2014-2016 by municipality illustrates the following:

- San Juan reported a total of 7 injury crashes, comprising 44%.
- Ponce present the second municipality with most fatal and injury crashes, comprising 19%.
- Mayaguez and Bayamón are in the third and fourth position with the most fatal and injury crashes with 5 each, comprising 13%.
- Caguas and Añasco are in the fifth and sixth position with most fatal and injury crashes with 6% each.



Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-10) Number of pedestrian fatalities (FARS)	Annual	2019	88.0
2019	C-11) Number of bicyclists fatalities (FARS)	Annual	2019	9.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Short term, High Visibility Law Enforcement (NM)
2019	Pedestrian and Bicycle Safety Zones

2019 Highway Safety Office Program Management (NM)

2019 Elderly Pedestrian Education

5.8.1 Countermeasure Strategy: Short term, High Visibility Law Enforcement (NM)

Program area Non-motorized (Pedestrians and Bicyclist)

Countermeasure strategy Short term, High Visibility Law Enforcement (NM)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

In Puerto Rico a high visibility mobilization for pedestrians and cyclists had never been carried out. The high visibility mobilization always impacts drivers who do not respect the legal provisions for pedestrians and cyclists. 31% of all fatalities on the roads are pedestrians and 12% are cyclists. In addition, for 2016 we had 1,297 pedestrians injured, for this reason, this year we propose to implement a high visibility mobilization, as contemplated by the countermeasure # 8 Pedestrians - 4.4 Directed application and # 9 Bicycles - 3.3 Application strategies, to create a perception of risk in the drivers and thus can reduce injuries and fatalities of pedestrians and cyclists.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

In Puerto Rico, 31% of all fatalities on the roads are pedestrians and 12% are cyclists, for this reason, we offer to implement a high visibility mobilization, with the municipal police and state police, aimed at drivers who do not comply with the provisions of law 22-2000 of vehicles and traffic, articles 8.03, 9.03 and 11.04.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Based on Highway Safety Countermeasure Guide for State Highway Safety Offices Eighth Edition, 2015, section #8 & section #9.

This countermeasure strategy is rationale because locate High-Visibility Enforcement (HVE) operations and community outreach to promote safer walking and driving behaviors and to reinforce the message through law enforcement to increase compliance with appropriate traffic laws by both pedestrians, cyclist and drivers.

It is a reasonable budget for the project to achieve the implementation of planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-08-XX	Non-Motorized High Visibility Enforcement	Short term, High Visibility Law Enforcement (NM)

5.8.1.1 Planned Activity: Non-Motorized High Visibility Enforcement

Planned activity name	Non-Motorized High Visibility Enforcement
Planned activity number	19-08-XX
Primary countermeasure strategy	Short term, High Visibility Law Enforcement (NM)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

In Puerto Rico, 31% of all fatalities on the roads are pedestrians and 12% of cyclists, for that reason, we propose to implement a high visibility mobilization, aimed at drivers who do not give right to the passage to pedestrians and cyclists, who exceed a motor vehicle that is stopped or reduce speed by the passage of the pedestrian, drivers who interrupt pedestrian crossings, driver who makes use of auto cycles, scooters, motorcycles and other type of motor vehicle, do not use caution when passing a cyclist, pass a cyclist when approaching the vehicles in the left lane in the opposite direction, for not leaving 3 feet between your vehicle and the cyclist when you have to pass. The driver must verify that he has given 10 feet between the back of his vehicle and the cyclist before returning to the lane, to pass it to a cyclist and make an instant discharge after passing him and touching him suddenly next to a cyclist.

Enter intended subrecipients.

State Agency - Puerto Rico Police Department and Municipal Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Short term, High Visibility Law Enforcement (NM)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	\$100,000.00	\$20,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8.2 Countermeasure Strategy: Pedestrian and Bicycle Safety Zones

Program area	Non-motorized (Pedestrians and Bicyclist)
Countermeasure strategy	Pedestrian and Bicycle Safety Zones

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Properly designed and implemented pedestrian zone program to promote state and local approaches to addressing traffic safety problems of pedestrians and bicyclist by bringing together partners with a multidisciplinary approach.

Review and recommend policies and programs. Prepares and distributes educational information, lectures, and promotional activities to the public. Assist in the planning of designs related to bicycle and pedestrian facilities that require information on bicycles and pedestrians. Prepare and deliver reports and speeches to achieve objectives by keeping in touch with organizations and the general public. Use the principles of community development to walk, live and complete streets to assess and evaluate the conditions and levels of biking and walking.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

By maintaining statistics and data from reliable sources the Third Mission Institute will ensure all program activities will be in accordance with problem identified and regulations. Also, its data driven approach will facilitate the identification of new projects to respond unique situations that are hindering non-motorized Safety Zones.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Based on Highway Safety Countermeasure Guide for State Highway Safety Offices Eighth Edition, 2015, section # 8 Pedestrians.

This countermeasure strategies are the rationale that will be implemented in the FY2019 by the highway safety office and the safety partners and are appropriate given the data in the problem identification and the resources available.

It is a reasonable budget for the project to achieve the implementation of planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-08-10	Non-Motorized Education Safety Zones	Pedestrian and Bicycle Safety Zones

5.8.2.1 Planned Activity: Non-Motorized Education Safety Zones

Planned activity name	Non-Motorized Education Safety Zones
Planned activity number	19-08-10
Primary countermeasure strategy	Pedestrian and Bicycle Safety Zones

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Third Mission Institute target the reduction of traffic injuries and fatalities of pedestrians and cyclist's safety zones by promoting conditions for safe roadways, share the roads and road use education. In addition, will ensure proper management of funds, develop and fund projects in order to achieve targets, maintain data driven approach, complete required reports in accordance of federal and state regulations.

Enter intended subrecipients.

Private Entity – Third Mission Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Pedestrian and Bicycle Safety Zones

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405h Nonmotorized Safety	405h Public Education	\$50,000.00	\$10,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8.3 Countermeasure Strategy: Highway Safety Office Program Management (NM)

Program area Non-motorized (Pedestrians and Bicyclist)

Countermeasure strategy Highway Safety Office Program Management (NM)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint

enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Promote state and local approaches to address pedestrians and cyclist's traffic safety issues by gathering partners with a multidisciplinary approach.

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 require bicycle and pedestrian information. Prepares and delivers reports and speeches to further the 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 assess and evaluate conditions and levels of bicycling and walking areas.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The NM coordinator will ensure that all program activities are carried out in accordance with the problem identified, the funds allocated (salary, health insurance, equipment, local travel, out of PR travel and training) and regulations, they allow us to work with the most vulnerable users. In addition, a data-based approach facilitates the identification of new projects that respond to unique situations that are hampering the safety of non-motorized traffic.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Based on NHTSA'S Uniform guidelines, Guideline #14

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-08-01	Non-Motorized Coordinator	Highway Safety Office Program Management (NM)

5.8.3.1 Planned Activity: Non-Motorized Coordinator

Planned activity name Non-Motorized Coordinator
Planned activity number 19-08-01
Primary countermeasure strategy Highway Safety Office Program Management (NM)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The NM Coordinator will continue to target a reduction of traffic injuries and fatalities of pedestrians and cyclists by promoting conditions for safe roadways, share the road and road use education. In addition, the NM will ensure proper management of funds stay within an established budget, develop and fund projects in order to achieve targets, maintain data driven approach, complete required reports in accordance with federal and state regulations.

Enter intended subrecipients.

State Agency - Puerto Rico Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management (NM)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Pedestrian Safety (FAST)	\$14,354.44	\$2,871.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.8.4 Countermeasure Strategy: Elderly Pedestrian Education

Program area Non-motorized (Pedestrians and Bicyclist)

Countermeasure strategy Elderly Pedestrian Education

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will

implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Promote state and local approaches to address traffic safety problems of pedestrians and cyclists to elderly sector, by bringing together partners with a multidisciplinary approach.

Review, recommend and evaluate new and existing policies, programs and regulations. Prepares and distributes educational information, lectures and promotes activities to the public. Prepares and delivers reports, gives speeches and achieves goals by keeping in contact with peers, cycling groups, organizations and the public. Uses the principles of community development to walk, live and complete streets to assess and evaluate the conditions and of biking and walking.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The Office of the Ombudsman for the Elderly coordinator, (attorney of elderly people), is responsible for programing activities with identified problems, for that population. In addition, its data-driven approach facilitates the identification of new projects and responds to unique situations that are hampering the safety of non-motorized traffic.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Based on NHTSA'S Uniform guidelines, Guideline #14

This countermeasure strategies are the rationale that will be implemented in the FY2019 by the highway safety office and the safety partners and are appropriate given the data in the problem identification and the resources available.

It is a reasonable budget for the project to achieve the implementation of planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-08-11	Office of the Ombudsman for the Elderly	Elderly Pedestrian Education

5.8.4.1 Planned Activity: Office of the Ombudsman for the Elderly

Planned activity name	Office of the Ombudsman for the Elderly
Planned activity number	19-08-11
Primary countermeasure strategy	Elderly Pedestrian Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Office of the Ombudsman for the Elderly - based organization that provide educational programs that focus on pedestrian safety or bicycle safety or include activities addressing both pedestrian and bicyclists will be considerate for funding under this project. Pedestrian and bicycle safety education programs may focus on high risk population over 59 age and may be education through senior citizen centers, community centers, hospitals and other agencies and organization. State agencies and community organizations are eligible for funding under this project.

Enter intended subrecipients.

State Agency - Office of the Ombudsman for the Elderly

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Elderly Pedestrian Education

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Pedestrian Safety (FAST)	\$50,000.00	\$10,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.9 Program Area: Motorcycle Safety

Program area type Motorcycle Safety

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

During the three-year period of 2014-2016, Puerto Rico reported a total of 137 motorcyclist fatalities. During 2015, a total of 43 motorcyclist fatalities were reported, while 2016 reported 42; this represents a 2% reduction during this period.

During 2016, motorcyclist fatalities accounted for 14% of total traffic fatalities; this represents a reduction of 2% when compared with 2017. 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, 2014-2016:

- 98% motorcyclist fatalities and 81% injury crashes were male
- 68% of motorcyclist fatalities were among the 17-36 years age group, followed by 37-54 age groups with 27%, and 55 plus with 5%.
- 58% of motorcyclist fatalities occurred on weekend days, while 36% occurred between Mondays through Thursdays.
- 65% of motorcyclist fatalities occurred between 6:00 pm-6:00 am, followed by hours between 10:00 am-5:59 pm with 25%.
- 31% of alcohol impaired motorcyclist fatalities were unhelmeted.
- 49% of the total motorcyclist fatalities were .02% or higher.
- 32% of motorcycle involved fatal and injury crashes occur on primary roads.
- 28% of motorcycle involved fatal and injury crashes occur on secondary roads.
- Most fatal and injury crashes were reported in the municipality of San Juan, with a total of 694; closely followed by Bayamón with 268 crashes. Both municipalities are located in the greater metropolitan area of the Island.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-7) Number of motorcyclist fatalities (FARS)	Annual	2019	36.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Annual	2019	19.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Safety Facilitators (MSF)
2019	Highway Safety Office Program Management (MS)

5.9.1 Countermeasure Strategy: Motorcycle Safety Facilitators (MSF)

Program area Motorcycle Safety

Countermeasure strategy Motorcycle Safety Facilitators (MSF)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Motorcycle Safety Facilitators will emphasize on Motorcycle Helmets use laws, Conspicuity and Protective Gear. Using peer to peer approach to motivate youth and young adults not to ride without a DOT compliant helmet that meet the regulations (FMVSS-218).

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

DOT helmet use is compulsory by law 107 in Puerto Rico, analyzing the fatalities and helmets use, we find out that in the three-year moving average from 2014-2016 we have 131 fatalities, 89 was unhelmet and 42 was using a helmet. That's shows a 32 percent of helmet use. Even though state law requiring all riders and passengers to wear a certified DOT helmets is mandated, there are those who continue to ride without a helmet, that's why is so important education at college level. The objective of this project is to educate college students, to wear a DOT helmets and proper clothing.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Project will reach college campus youngsters island wide with activities inside the campus and outside, this project is a pilot program, MSF Programs seek to motivate youth and young adults not to ride without a helmet. Since 2007 law 107 makes compulsory the use of DOT helmet and the proper gear like, eye protection, gloves, long pants, boots, reflective material and lower the BAC to .02% for motorcyclist. Education and orientation in impaired riding will be implemented. Education activities will include awareness campaigns, distribution of educational materials, workshops, artistic presentations media and social media campaigns for college students and the community. Is been prove that the universal helmet laws reduce motorcyclist injuries, the severity of motorcyclist injuries and motorcyclist fatalities.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-13-10	Motorcycle Safety Facilitators (MSF)	Motorcycle Safety Facilitators (MSF)

5.9.1.1 Planned Activity: Motorcycle Safety Facilitators (MSF)

Planned activity name	Motorcycle Safety Facilitators (MSF)
Planned activity number	19-13-10
Primary countermeasure strategy	Motorcycle Safety Facilitators (MSF)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply

with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

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

Enter intended subrecipients.

State Agency - University of Puerto Rico, Aguadilla Campus and Non-governmental organization - Pontifical Catholic University of Puerto Rico (PUCPR), Ponce

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Safety Facilitators (MSF)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Motorcycle Safety (FAST)	\$66,932.00	\$13,386.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.9.2 Countermeasure Strategy: Highway Safety Office Program Management (MS)

Program area	Motorcycle Safety
Countermeasure strategy	Highway Safety Office Program Management (MS)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

During the three years period 2014-2016 Puerto Rico reported 131 motorcyclist fatalities, during 2016 motorcycle fatalities accounted for 14% of total traffic fatalities, this represents a reduction of 2% when compared with 2017. More encourage must be injected through additional law enforcement measures and education efforts, including motorcyclist training. When analyzing data, the mayor contributing factors of motorcycle fatalities are: speeding, impaired riding and the lack of helmet use, specifically DOT approved helmets. Motorcycle Safety Program and the Coordinator will focus on education, share the road message and the use of proper gear including the DOT helmet.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

A comprehensive Motorcycle Safety Program that include a public awareness, enforcement and engineering countermeasures will be coordinated at the PRSC level. Coordinator will focus in the requirements of the law 107 for motorcyclist pointed to emphasize the issues of rider conspicuity and motorist awareness of motorcycles.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

To reduce motorcycles fatalities, enforcement and education will continue to be the main focus of the program. Motorcyclist wearing noncompliant helmets are exposing themselves to basically the same risk as if they wore no helmet at all, that's why law enforcement officers have to be train to identified between noncompliant helmet and DOT approved. In addition, we will be educating in the ways that other motorist can increase their awareness of motorcyclist and the reason why they do not see motorcycles, it will

include lane positioning of motorcyclist to increase vehicle visibility. The Coordinator is an MSF Certified Rider Coach and is going to continue with the MSF curriculum to National Guard, Air National Guard members and State Police and Municipality Police Officers. Coordinator will be in charge of managing Speed and Aggressive Driving Mobilization and the Law Enforcement Liaison LELs.

Below 100 strategies will be offer to State and Municipal officers.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-13-06	Motorcycle Safety Coordinator	Highway Safety Office Program Management (MS)

5.9.2.1 Planned Activity: Motorcycle Safety Coordinator

Planned activity name	Motorcycle Safety Coordinator
Planned activity number	19-13-06
Primary countermeasure strategy	Highway Safety Office Program Management (MS)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

A comprehensive Motorcycle Safety program that includes public awareness, enforcement and engineering countermeasures requires coordination at PRTSC level. Salary, fringe benefits, local and out of state travel expenses, rent, purchase and maintenance of equipment, contractual services, training costs and educational

materials targeted to helmet use and proper gear, share the road and impaired riding, that is going to be included in alcohol mobilizations, among other motorcycle safety related issues will be funded.

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

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

Enter intended subrecipients.

State Agency - Puerto Rico Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management (MS)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Motorcycle Safety (FAST)	\$38,037.00	\$7,607.40	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.10 Program Area: Distracted Driving

Program area type Distracted Driving

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Distracted driving involves any activity whereby or in which the driver's eyes, hands or attention are diverted from the task of driving. It is important to continue efforts toward combating distracted driving in particular, texting and talking through hand-held phones. Steps have been taken in order to reduce the behavior but

much is still to be done. Awareness is the main key toward future success, but we must take into consideration that cell phone use has had such a predominant presence in the past 10 years. According to data published by the Puerto Rico Telecommunications Regulation Board, there were 3,091,000 cellular service subscribers. This data indicates that 93.8% of the population in Puerto Rico owns a cellular phone.

Distracted driving is performing any activity that shifts the driver's attention while driving a motor vehicle. All the distractions pose danger for drivers, passengers and safety of pedestrians and cyclists. According to the 2017 TMC Road Safety/Distracted Driving and Cell Phone Usage Study consigned by the PRTSC, the list of distractions includes the following:

1. Making calls with cellphone
2. Answering cellphone calls
3. Sending text messages
4. Reading text messages.
5. Navigate the internet
6. Access to "e-mails"
7. Change radio station / handle music equipment
8. Search for objects within the car
9. Watch videos or movies
10. Talk to passengers

On January 1, 2013, Law 201 took effect in Puerto Rico; this law prohibits the use of cell phones when driving, with the purpose of intervening with distracted drivers. Out of every ten Puerto Ricans eight make use of the cell phone in some way while driving, and a much elevated number of drivers habitually text while driving. From there, the average of 200,000 crashes that occur annually in the island have in distractive driving (majorly cell phone use) one of three principal causes of crashes, together with speed and impaired driving. Of these crashes, many minor damages are caused by cell phone use, either by talking on the cell, sending or reading text messages and navigating social networks.

If it is clearly difficult to determine the effects of cell phone use on the risk of a crash, there are investigations that indicate that these drivers confront four times more risks of being involved in a traffic crash, both with the use or no use of hand free devices. Yet more impacting is the fact that when using a cell phone, even with the hands free device, during one and a half minute the driver doesn't perceive 40% of traffic signals and delays his/her reaction time in case of an emergency.

The PRTSC efforts are concentrated in the delivery of an educational message through all programs, including Distracted Driving. Cell phones presence in Puerto Rico has been increasing exponentially. Studies indicate 9 out of 10 participants (89.4%) think they are at risk when they use their cell phones while driving. Also, it is estimated that a driver generates between three (3) and five (5) calls a day and receives between five (5) and ten (10), while driving. Text messages also require manual and visual efforts; therefore the driver's cognitive attention is highly affected placing himself in an imminent danger situation. The Puerto Rico 2017 Road Safety/Distracted Driving and Cell Phone Usage Study reveals the following information:

- 93.8% of interviewed people own a cellular phone.
- 28.5% uses the cell phone "always" or "almost always" and 48.3% less frequency (sometimes).
- 22.2% of cell phone owners stated never uses them while driving.
- 86% in the 25-34 age groups admit use cell phones while driving.
- 87.4% have some sort of "hands free" device.

(Bluetooth installed in the car or separated is the most popular device among the participants, 9 out of 10 participants "always" or "almost always" use these hands-free devices, while 4.4% use it "rarely" or "never").

Other studies conducted by companies and organizations indicate:

- 88% of the population is active in social networks.
 - 66.3% women
 - 33.7% men
- 51.4% the users invest approximately three (3) hours connected to social networks.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	B-2) Percentage of people that reported making cell phone calls while driving. (Survey)	Annual	2019	74.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High-Visibility Law Enforcement (DD)
2019	Highway Safety Office Program Management (DD)
2019	Distracted Driving Attitude Survey

5.10.1 Countermeasure Strategy: Short-term, High-Visibility Law Enforcement (DD)

Program area	Distracted Driving
Countermeasure strategy	Short-term, High-Visibility Law Enforcement (DD)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

To increase the number of interventions of distracted drivers and this way reduce traffic crashes caused by cell phone distractions, the PRTSC organize one (1) enforcement campaign. This plan's purpose is to intervene with distracted drivers particularly during the period of April 8-15, 2019 at 6:00 am – 6:00 pm. To achieve this objective, an intensive plan of proactive road patrols with the Puerto Rico Police and approximately twenty (20) Municipal Police Forces throughout the island.

Studies conducted in different countries sustain that a simple distraction affects the ability of one person to conduct the simplest task, much more when he/she is operating a motor vehicle. No one doubts that the riskiest distraction while driving is the use of cell phones. In general terms, this practice seriously affects driving skills, worsens his/her performance and considerably reduces his/her perception on diverse situations that can occur on the road.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

PRTSC will grant funds for overtime hours to State and Municipal Police Forces for their participation in Distracted Driving Mobilization. Police funds will be granted through mini-grants for effectiveness. 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.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

We choose this countermeasure strategy because is part of a National Mobilization.

This countermeasure strategy is rationale because locate High-Visibility Enforcement (HVE) operations and community outreach to promote safer behaviors and to reinforce the message through law enforcement to increase compliance with appropriate traffic laws.

It is a reasonable budget for the project to achieve the implementation of planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-14-XX	Distracted Driving Mobilizations	Short-term, High-Visibility Law Enforcement (DD)

5.10.1.1 Planned Activity: Distracted Driving Mobilizations

Planned activity name	Distracted Driving Mobilizations
Planned activity number	19-14-XX
Primary countermeasure strategy	Short-term, High-Visibility Law Enforcement (DD)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project has a purpose reduce the number of fatalities caused by distracted drivers for 2019. PRTSC planned participate in the National Distracted Driving Mobilization during the month of April. For this mobilization the State Police and approximately 20 Municipal Police will be participated.

The Distracted Driving campaign will be conducted from April 9-16, 2019 at 6 am to 6 pm. Funds will be provided to State and municipal law enforcement agencies to implement distracted driving saturation and/or tactical overtime patrols. State and municipal police forces will receive funds to participate in enforcement efforts. This type of enforcement has proven to be an effective mechanism to maintain awareness on these matters of road safety.

Enter intended subrecipients.

State Police and Municipal Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High-Visibility Law Enforcement (DD)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Distracted Driving (FAST)	\$220,000.00	\$44,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.10.2 Countermeasure Strategy: Highway Safety Office Program Management (DD)

Program area Distracted Driving

Countermeasure strategy Highway Safety Office Program Management (DD)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

PRTSC and the Program Coordinator objective is to reduce the number of fatalities caused by distracted drivers for 2019, through educational campaigns and coordinated efforts with law enforcement agencies. To achieve deaths and injuries reduction from distracted driving, the PRTSC and Program Coordinator will strengthen their efforts to increase awareness on the importance of having all five senses in the steering wheel while driving, in order to prevent fatalities.

- Coordinate activities and events with the Communications Area related to Act 201.
- Coordinate mobilizations to stop distracted drivers with LEL & law enforcement agencies for the months of April 2019.
- Continue the promotion of the educational campaign "If you drive and text, you pay", to avoid cell phone calls and texting while driving.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The Distracted Driver Coordinator will ensure that all program activities are carried out in accordance with the problem identified, the funds allocated (Personnel costs, equipment, educational materials, local and out- of-state travel) and other related expenses. They allow us to work to reduce the number of fatalities caused by distracted drivers. In order to address this new traffic safety issue, the PRTSC identified a coordinator who will work with this priority area.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

We choose this countermeasure strategy because it is important to continue efforts toward combating distracted driving in particular, texting and talking through hand-held phones, by means of the Distracted Driver Coordinator.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-14-03	Distracted Driving Coordinator	Highway Safety Office Program Management (DD)

5.10.2.1 Planned Activity: Distracted Driving Coordinator

Planned activity name	Distracted Driving Coordinator
Planned activity number	19-14-03
Primary countermeasure strategy	Highway Safety Office Program Management (DD)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project main objective is to provide a Program Coordinator to work with reduce the number of fatalities caused by distracted drivers for 2019. The Coordinator's salary is 15% funded from this project and 85% from the Occupant Protection Program. Also, local and stateside travel, and equipment costs are funded.

Enter intended subrecipients.

State Agency - Puerto Rico Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management (DD)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Distracted Driving (FAST)	\$9,163.00	\$1,832.60	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.10.3 Countermeasure Strategy: Distracted Driving Attitude Survey

Program area	Distracted Driving
Countermeasure strategy	Distracted Driving Attitude Survey

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

- Attitude Survey Statistics and Research
 - contract a professional firm with experience and knowledge on surveys, data collection and analysis
 - review surveys methodology, sample and questions to ensure guidelines compliance and sample
 - characteristics conduct the distracted driving attitude survey
 - discuss an approve final survey report data and results

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Will administrate attitude surveys that aim the strengths and weaknesses of the impaired driving program to identify the behaviors among vehicle drivers towards alcohol impaired driving media campaigns. Also, will perform vehicle occupant observations in municipalities previously selected according to the seat belt observational study approved design of 2017. A specialized market research agency with experience in road safety will be contracted to do the survey.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Will sustain all proposed planned activities and derive target market to identify specific population segments based on data age and gender. It will also be taken in consideration problem cities and locations and date period.

This countermeasure strategies are the rationale that will be implemented in the FY2019 by the Highway Safety Office. This strategy is proven effective nationally and by other jurisdictions, and have been successful in Puerto Rico, and are appropriate given the data in the problem identification and the resources available.

It is a reasonable budget for the project to achieve the implementation of planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-14-02	Distracted Driving Attitude Surveys	Distracted Driving Attitude Survey

5.10.3.1 Planned Activity: Distracted Driving Attitude Surveys

Planned activity name	Distracted Driving Attitude Surveys
Planned activity number	19-14-02
Primary countermeasure strategy	Distracted Driving Attitude Survey

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

MOBILIZATION TO EVALUATE:	Distracted Driving Enforcement Mobilization; April 9 to 16, 2019
SURVEY QUESTIONIER AND SELECTION APPROVAL:	May 6 to 10, 2019
SURVEY FIELD WORK:	May 12 to 25, 2019
SURVEY DATA ANALYSIS:	May 27 to June 2, 2019
SURVEY SUBMISSION, DISCUSSION AND APPROVAL:	June 3 to 7, 2019

Enter intended subrecipients.

State Agency - Puerto Rico Traffic Safety Commission and Private Entity

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Distracted Driving Attitude Survey

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Distracted Driving (FAST)	\$15,000.00	\$3,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.11 Program Area: Planning & Administration

Program area type Planning & Administration

Will countermeasure strategies and planned activities be described in this plan to address the program area?

No

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

The Planning and Administration (P&A) program of the Puerto Rico Traffic Safety Commission (PRTSC) is responsible for overseeing the development of the annual Highway Safety Plan (HSP) and Annual Performance Report (APR); which require the evaluation of traffic safety problems within the island. This program administers the highway safety sub-grant funds. It also guides the activities and necessary costs for the overall management and operations of the PRTSC.

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

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

This program also covers the costs for employee's salaries, day-to-day internal management, contractual services, supplies and costs associated with administrative support necessary to carry out the functions of PRISC. Also, P&A manages services, program purchases such as equipment and materials. In addition, P&A compiles financial reports and follows up for compliance with the close out deadlines.

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

The PRISC will provide support to all legislative amendments that will strengthen and improve existing traffic safety law and regulations. Follow up on the amendments of the Puerto Rico Vehicles and Traffic Law that can reduce motor vehicle related fatalities and injuries, and eventually produce reductions in the number and severity of traffic crashes. Specific attention will be provided to the development and implementation of necessary legislation for the SFST Program in Puerto Rico.

Planned Activities in the Planning & Administration

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-04-03	Administer Program	Planning & Administration
19-04-02	Evaluate HSP Tasks	Planning & Administration
19-04-12	Evaluate HSP Tasks	Planning & Administration
19-04-07	Evaluate HSP Tasks	Planning & Administration
19-04-13	Federal Program Manager	Planning & Administration
19-04-14	Federal Program Manager	Planning & Administration

5.11.1 Planned Activity: Administer Program

Planned activity name	Administer Program
Planned activity number	19-04-03
Primary countermeasure strategy	Planning & Administration

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to

reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

In order to provide support for the general administration of the highway safety program, allowable limits of federal funds will be used for purchase and rent equipment, office materials, consulting needs and the single audits. Travel and per diem expenses for local and state-side activities and other administrative expenses will be funded. Also, single audits costs and other costs associated with the accounting of expenses and funds, budget consultants, IT consultant's services to maintain computerized system and maintenance, membership fees, insurance and purchase of equipment and office materials necessary for program's administration and other cost regarding administration.

Enter intended subrecipients.

State Agency - Puerto Rico Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Planning & Administration

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018		FAST Act NHTSA 402	Planning and Administration (FAST)	\$188,704.00	\$37,741.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.11.2 Planned Activity: Evaluate HSP Tasks

Planned activity name Evaluate HSP Tasks

Planned activity number 19-04-02

Primary countermeasure strategy Planning & Administration

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The monitor will be funded to follow up on the operational and fiscal activities of all projects, daily. Also, by performing on-site reviews of the subrecipient's program operations, providing technical support, promote timely voucher, and monitoring reports. Other tasks performed include providing support for project development such as technical assistance, resource allocation, monitoring, and reporting. Salaries, local and stateside training, travel expenses, materials, and equipment will be funded.

Enter intended subrecipients.

State Agency - Puerto Rico Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

No records found.

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018		FAST Act NHTSA 402	Planning and Administration (FAST)	\$45,962.00	\$9,192.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.11.3 Planned Activity: Evaluate HSP Tasks

Planned activity name Evaluate HSP Tasks

Planned activity number 19-04-12

Primary countermeasure strategy Planning & Administration

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The monitor will be funded to follow up on the operational and fiscal activities of all projects, daily. Also, by performing on-site reviews of the subrecipient's program operations, providing technical support, promote timely voucher, and monitoring reports. Other tasks performed include providing support for project development such as technical assistance, resource allocation, monitoring, and reporting. Salaries, local and stateside training, travel expenses, materials, and equipment will be funded.

Enter intended subrecipients.

State Agency - Puerto Rico Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

No records found.

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Planning and Administration (FAST)	\$60,195.00	\$12,039.00	\$0.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

5.11.4 Planned Activity: Evaluate HSP Tasks

Planned activity name	Evaluate HSP Tasks
Planned activity number	19-04-07
Primary countermeasure strategy	Planning & Administration

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Two project monitors will be funded to follow up on the operational and fiscal activities of all alcohol projects. Also, by performing on-site reviews of the subrecipient's program operations, providing technical support, prompts timely voucher, and monitoring reports. Other tasks performed include providing support for project development such as technical assistance, resource allocation, monitoring, and reporting. Salaries, local and stateside training, travel expenses, materials, and equipment will be funded.

Enter intended subrecipients.

State Agency - Puerto Rico Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click **Add New** to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

No records found.

Funding sourcesClick **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	154 Transfer Funds-PA	154 Planning and Administration	\$78,952.00	\$15,790.00	\$0.00

Major purchases and dispositionsClick **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.11.5 Planned Activity: Federal Program Manager

Planned activity name Federal Program Manager

Planned activity number 19-04-13

Primary countermeasure strategy Planning & Administration

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Manages the Planning Area, including the planning, administration, fiscal control, and evaluation of all projects of Highway Safety Program financed through NHTSA highway safety. Other duties include preparation and submission of the Highway Safety Plan, the Annual Report, and general direction of the highway safety program. This position supervises four monitors and five coordinators and the Traffic Safety Educational Park.

In addition, provides funds for the program manager to coordinate and supervise employees, to monitors all projects with federal funds, and 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. Salary, local and training, travel expenses, materials, and equipment will be funded.

Enter intended subrecipients.

State Agency - Puerto Rico Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

No records found.

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018		FAST Act NHTSA 402	Planning and Administration (FAST)	\$51,000.00	\$10,200.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

5.11.6 Planned Activity: Federal Program Manager

Planned activity name Federal Program Manager

Planned activity number 19-04-14

Primary countermeasure strategy Planning & Administration

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on

impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Manages the Planning Area, including the planning, administration, fiscal control, and evaluation of all projects of Highway Safety Program financed through NHTSA highway safety. Other duties include preparation and submission of the Highway Safety Plan, the Annual Report, and general direction of the highway safety program. This position supervises four monitors and five coordinators and the Traffic Safety Educational Park.

In addition, provides funds for the program manager to coordinate and supervise employees, to monitors all projects with federal funds, and 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. Salary, local and training, travel expenses, materials, and equipment will be funded.

Enter intended subrecipients.

State Agency - Puerto Rico Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

No records found.

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	154	Transfer Funds-PA	154 Planning and Administration	\$17,000.00	\$3,400.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

Planned activities in the TSEP:

Planned activity unique identifier Planned Activity Name Primary Countermeasure

19-03-XX	Speed Enforcement Mobilization	Short-term, High Visibility Law Enforcement (PTS)
19-05-XX	Seat Belt Enforcement - Mobilization Overtime	Short-term, High Visibility Seat Belt Law Enforcement
19-14-XX	Distracted Driving Mobilizations	Short-term, High-Visibility Law Enforcement (DD)
19-01-01	Impaired Driving Overtime Enforcement	Short-term, High Visibility Law Enforcement (ID)
19-01-06	Impaired Driving Prosecution Enhancement	DWI Prosecution
19-08-XX	Non-Motorized High Visibility Enforcement	Short term, High Visibility Law Enforcement (NM)
19-01-XX	Impaired Driving Overtime Enforcement	Short-term, High Visibility Law Enforcement (ID)
19-01-71	SFST Program Coordinator	SFST Program Coordinator

Analysis

Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.

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 serious injuries in areas most at risk. Through the assignment of planned activities to 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.

Conducting evidence-based enforcement requires 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.

Law enforcement planned activities to mobilizations are assigned based on the seriousness of the problem(s) identified, the likelihood of success and potential traffic safety impact. Conducting evidence-based enforcement requires three main components. PRTSC obtains data necessary for the problem identification process from various data sources:

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

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

The High Crash Location Reports (HCLR), are prepared as part of the implementation efforts of the 2014-2018 Puerto Rico Strategic Highway Safety Plan (SHSP). The main purpose of this report has been to define the corridors (3-km or more), spots (500-meters), and intersections with higher crash costs (CCF) and frequency indexes (FI) for specific three-year periods.

In addition, includes the identification of the most hazardous locations within the State Highway System (Islandwide), by State Roadway Classification, and by Emphasis Areas. The analysis was conducted using the SAFETY/CARE and the FARS crash databases.

The methodology used to identify the high crash locations in Puerto Rico was designed locally. It considered the Highway Safety Manual (HSM) 2010 recommendations for determining the Severity Index (SI) and the Crash Rates (CR). However, the limitations of the local data available forced the PRHTA to use alternative methods to define high crash locations in Puerto Rico. This helped define two factors: Crash Cost Factor (CCF) and Frequency Index (FI). One associated with the crash severity and the other with the proportion of crashes.

The process, in general, is summarized in the following steps:

- Step 1. Generate the lists of locations (i.e. spots, corridors, and intersections).
- Step 2. Determine the frequency index (FI) and the crash cost factor (CCF). This step does not apply to the locations identified using the fatalities database (Puerto Rico Fatalities or local FARS).
- Step 3. Perform the analysis of the most critical locations, selecting minimum CCF and FI.
- Step 4. Prepare maps.
- Step 5. Evaluate and report results.
- Step 6. Make recommendations.

SAFETY/CARE is used to access the PRDTPW crash database. This software assists in preparing the list of hot-spots, hot corridors and hot-intersections based on specific parameters, such as segment length and the minimum number of crashes.

The process within the SAFETY/CARE software includes:

1. Filtering the data – Depends on the classification area.
2. Entering the parameters
 - a. Minimum of one (1) crash
 - b. Spots: 500 mts.
 - c. Corridors: ≥ 3.0 km
 - d. Intersections

Puerto Rico FARS data pre-processing was performed, as summarized:

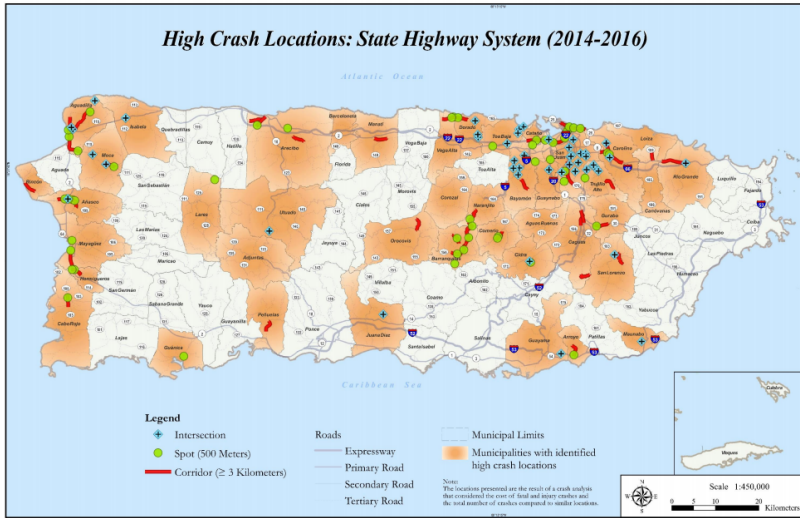
1. Road number/name consistency – Several roads were identified by different name/number formats (i.e., PR-1 or PR-01, or 1, or Road 1). For instance, the road names in the Puerto Rico FARS database were re-coded using the 'PR-#' format.
2. Convert fatalities to crashes – The crash events were identified within the fatality database using the fatality date, time, and location. Identifying these fatal crashes or events is crucial, since this analysis is intended for the identification of high crash locations and shall consider only crash events and not fatalities.

See below the data fields used from CARE and FARS Database.

Data Fields used from CARE and FARS Databases

CARE	FARS
Years (2014-2016)	Years (2014-2016)
Crash Type (Fatal, Injury, PDO)	Month
	Day
Road Class and Jurisdiction (Primary, Secondary, and Tertiary)	Municipality
	Road
Aggressive Driver Related	Kilometer
	Road User
Vulnerable Users Related	Gender
	Age
Young Drivers (15-20) Related	Seatbelt Use
	Relation to Roadway
Roadway Departure Related	Speed
	Blood Alcohol Content (BAC)

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.



The table below is an example of summary of parameters used for each classification area.

Summary of Parameters Used for Each Classification Area

Enter explanation of the deployment of resources based on the analysis performed.

CLASS. AREA	CATEGORIES	CATEGORY	CCF (SM)	FI	
STATE HIGHWAY SYSTEM	Corridors* (52)	Primary	10	5	
		Secondary	6	5	
		Tertiary	3	4.5	
	Hot Spots (52)	Primary	10	10	
		Secondary	9	9	
		Tertiary	5	7	
Intersections (49)	Primary	7	20		
	Secondary	5	18		
	Tertiary	4	13		
EMPHASIS AREAS	Occupant Protection	Corridors	Fatal Crashes >2		
	Alcohol Impaired Driving	Corridors	Fatal Crashes > 2		
	Aggressive Driving	Corridors*	6	11	
		Hot Spots	7	22	
	Young Drivers	Intersections	6	31	
		Corridors*	2	6	
	Vulnerable Road Users	Hot Spots	4	10	
		Intersections	4	10	
	Roadway Departure	Corridors*	4	3	
		Hot Spots	8	3.5	
	SPECIAL CASES	4 th of July	Corridors*	3	3.5
			Hot Spots	4	4
Christmas Season		Intersections	4	2	
		Corridors*	1	3	
SanSe Festival		Hot Spots	4	3	
		Intersections	4	2	
Justas LAI		Corridors*	1	3	
		Hot Spots	4	5	
Holy Week		Intersections	4	4	
		Corridors*	1	9	
Saint John's Eve		Hot Spots	4	3	
		Intersections	4	3	
Thanksgiving Weekend	Corridors*	1	3		
	Hot Spots	4	5		
Motorcyclists	Intersections	4	3		
	Corridors*	2	3		
Elderly Drivers (50+)	Hot Spots	8	3.5		
	Intersections	4	3		
Elderly Pedestrian (50+)	Corridors*	2	7.5		
	Hot Spots	4.5	12		
San Juan TMA	Intersections	4	20		
	Corridors*	1	3		
Aguadilla TMA	Hot Spots	4	5		
	Intersections	4	2		
UZA TMA	Corridors*	18	10		
	Hot Spots	17	17		
	Intersections	10	29		
	Corridors*	8	4		
	Hot Spots	10	9		
	Intersections	6	11		
	Corridors*	10	6.5		
	Hot Spots	12	14		
	Intersections	6	19		

PRTSO 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 the unrestrained vehicle occupant, or on a specific period of the day, or even year, when most violations occur.

As an example of the latter, state, and municipal police execute enforcement efforts following best practices as listed in NHTSA's

"Countermeasures That Work 2015",

such as DUI saturation patrols through the integration of top traffic fatality factors such as distracted driving, speeding, and the unrestrained vehicle occupant. These DUI saturation patrols take place in periods with high numbers of alcohol impaired traffic crashes and fatalities due to high alcohol consumption in Puerto Rico.

In addition, state and municipal police 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, "Christmas Crackdown" and other local campaigns programed by the PRTSO.

See below the calendar on specific enforcement efforts can be found in each of the program areas.

Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).

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 tickets or citations issued) to ensure that target, 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 to assure their progress and achievement of goal. When mobilization ends all agencies have fifteen (15) days to submit a work report detailing the number of participating police, hours and tickets or 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.

7 High Visibility Enforcement

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Short-term, High-Visibility Law Enforcement (DD)
 Short-term, High Visibility Seat Belt Law Enforcement
 Short-term, High Visibility Law Enforcement (PTS)
 Short-term, High Visibility Law Enforcement (ID)
 Short term, High Visibility Law Enforcement (NM)
 Occupant Protection Observational Survey
 Impaired Driving Attitude Survey
 DWI Prosecution
 Communication Campaign

HVE activities

Select specific HVE planned activities that demonstrate the State's support and participation in the National high-visibility law enforcement mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.

HVE Campaigns Selected

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-03-XX	Speed Enforcement Mobilization	Short-term, High Visibility Law Enforcement (PTS)
19-05-XX	Seat Belt Enforcement - Mobilization Overtime	Short-term, High Visibility Seat Belt Law Enforcement
19-14-XX	Distracted Driving Mobilizations	Short-term, High-Visibility Law Enforcement (DD)
19-01-01	Impaired Driving Overtime Enforcement	Short-term, High Visibility Law Enforcement (ID)
19-08-XX	Non-Motorized High Visibility Enforcement	Short term, High Visibility Law Enforcement (NM)
19-01-XX	Impaired Driving Overtime Enforcement	Short-term, High Visibility Law Enforcement (ID)

8 405(b) Occupant Protection Grant

Occupant protection information

405(b) qualification status: Lower seat belt use rate State

Occupant protection plan

Submit State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems.

Program Area

Occupant Protection (Adult and Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).

Agencies planning to participate in CIOT

Agency

Puerto Rico Police Department

Aguadilla Municipal Police

Arecibo Municipal Police

Bayamón Municipal Police

Barceloneta Municipal Police

Caguas Municipal Police

Camuy Municipal Police

Carolina Municipal Police

Cidra Municipal Police

Florida Municipal Police

Guaynabo Municipal Police

Hatillo Municipal Police

Isabela Municipal Police

Moca Municipal Police

Naranjito Municipal Police

Ponce Municipal Police

San Germán Municipal Police

Vega Alta Municipal Police

Vega Baja Municipal Police

Yauco Municipal Police

Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.

This project has a purpose, increase seat belt use and educate the public on the impact belt use has had on reducing injuries and fatalities in motor vehicle crashes. Based in this data, PRTSC planned conducted (2) Mobilizations on the hours of 12:00 pm- 8:00 pm, the Click-It-or-Ticket campaign will be conducted from May 20 @ June 2, 2019 and Seat Belt Enforcement Mobilization from October 8-14, 2018 . 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. This type of enforcement has proven to be an effective mechanism to maintain awareness on these matters of road safety. Funding is provided to top performing agencies as measured by the number of citations written during FY 2017 with size of population impacted.

Child restraint inspection stations

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

CPST Training

Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-05-39	Puerto Rico Fire Department - Fitting Stations	Child Restraint System Inspection Station(s)
19-05-27	Increase Child Protection & Education	CPST Training

Enter the total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 26

Enter the number of planned inspection stations and/or inspection events serving each of the following population categories: urban, rural, and at-risk.

Populations served - urban 22

Populations served - rural 4

Populations served - at risk 7

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

CPST Training

Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-05-39	Puerto Rico Fire Department - Fitting Stations	Child Restraint System Inspection Station(s)
19-05-27	Increase Child Protection & Education	CPST Training

Enter an estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes 2

Estimated total number of technicians 40

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

Qualification criteria for a lower seat belt use rate State

To qualify for an Occupant Protection Grant in a fiscal year, a lower seat belt use rate State (as determined by NHTSA) must submit, as part of its HSP, documentation demonstrating that it meets at least three of the following additional criteria. Select application criteria from the list below to display the associated requirements.

Primary enforcement seat belt use statute	Yes
Occupant protection statute	No
Seat belt enforcement	Yes
High risk population countermeasure program	Yes
Comprehensive occupant protection program	No
Occupant protection program assessment	No

Primary enforcement seat belt use statute

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

- The State's statute(s) demonstrates that the State has enacted and is enforcing occupant protection statutes that make a violation of the requirement to be secured in a seat belt or child restraint a primary offense.
 - \$100.00

Seat belt enforcement

Submit countermeasure strategies, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.

***Reminder:** When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Countermeasure Strategy Name

Short-term, High Visibility Seat Belt Law Enforcement

Occupant Protection Observational Survey

Submit planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.

***Reminder:** When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-03-03	Law Enforcement Liaison Program	Law Enforcement Liaison
19-05-29	Occupant Protection Observational Surveys	Occupant Protection Observational Survey
19-05-XX	Seat Belt Enforcement - Mobilization Overtime	Short-term, High Visibility Seat Belt Law Enforcement
19-05-27	Increase Child Protection & Education	CPST Training

High risk population countermeasure programs

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan.

*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Countermeasure Strategy Name
Short-term, High Visibility Seat Belt Law Enforcement
Occupant Protection Observational Survey
CPST Training
Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan.

*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-05-39	Puerto Rico Fire Department - Fitting Stations	Child Restraint System Inspection Station(s)
19-05-29	Occupant Protection Observational Surveys	Occupant Protection Observational Survey
19-05-XX	Seat Belt Enforcement - Mobilization Overtime	Short-term, High Visibility Seat Belt Law Enforcement
19-05-27	Increase Child Protection & Education	CPST Training

9 405(c) - State Traffic Safety Information System Improvement Grant

Traffic records coordinating committee (TRCC)

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.

Meeting Date
5/15/2018
12/19/2017
3/14/2018

Enter the name and title of the State's Traffic Records Coordinator

Name of State's Traffic Records Coordinator:	Ariana Peña-Guzmán
Title of State's Traffic Records Coordinator:	Traffic Records Coordinator

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.

NAME	TITLE	AGENCY	SYSTEM OR DISCIPLINE	E-MAIL, PHONE, FAX
Carlos Contreras Aponte, PE	Secretary	Department of Transportation and Public Works	Governor Highway Safety Representative	ccontreras@dtop.gov.pr T (787) 729-2929 Ext. 2668, 2676 F (787) 725-1620
Darelis López Rosario, Esq.	Executive Director	Puerto Rico Traffic Safety Commission	Executive Director	dlopez@cst.pr.gov T (787) 723-3590 F (787) 727-0486

CRASH				
Liz Y. López Del Río	Federal Program Manager	Puerto Rico Traffic Safety Commission	Crash System	llopez@cst.pr.gov T (787) 721-4142 Ext. 2208 F (787) 727-0486
Melvies A. Rodríguez Torres	FARS Analyst	Puerto Rico Traffic Safety Commission	Fatality Analysis Reporting System	mrodriguez@cst.pr.gov T (787) 721-4142 Ext. 2342 F (787) 727-0486
Juan Carlos Rivera, PE	Supervisor	DOT – Highway and Transportation Authority	Crash System	JuaRivera@dtop.gov.pr T (787) 721-8787 Ext. 2860 F (787) 729-8969
Marilizette Rodríguez Marrero Executive Officer II	Supervisor	DOT – Accident Analysis Office	Crash System	Marilizetter@dtop.gov.pr T (787) 722-2929 Ext. 2287 F (787) 723-5680
José J. Colón	Supervisor	Association of Joint Subscription	Crash System	ColonJ2@ascpr.biz T (787) 641-4161 Ext. 3084 F (787) 641-4188
Lynnette Alicea, PE Coordinator	Highway and Transportation Authority Consultant	Strategic Highway Safety Plan – CSA Group	Crash System	alicea@csagroup.com T (787) 641-6800 F (787) 641-6850
CITATION OR ADJUDICATION				
Alfonso S. Martínez Piovanetti, Esq.	Assistant Administrative Director	Administration of Courts	Citation/Adjudication System	Alfonso.Martinez@ramajudicial.pr T (787) 641-6600 Ext. 5602 F (787) 765-2815
Rosaura González Prosecutor	Traffic Safety Resource Prosecutor	Department of Justice	Citation/Adjudication System	rgonzalez@justicia.pr.gov T (787) 729-2099 F (787) 729-2059
Julio Sepúlveda Irizarry	Special Assistant	Public Service Commission	Citation/Adjudication System	jsepulveda@csp.pr.gov T (787) 756-1919 Ext. 2507 F (787) 300-6380
Jorge Hernández Peña Lieutenant Colonel	Director of Highway Patrols Division	State Police	Law Enforcement/Adjudication Data System	jhernandez@policia.pr.gov T (787) 793-1234 Ext. 3117 F (787) 782-4320
Elvis R. Zeno Lieutenant	Highway Patrols Division	State Police	Law Enforcement/Adjudication Data System	ezeno@policia.pr.gov T (787) 793-1234 F (787) 782-4320
Juan C. Rivera Vázquez, PhD	Director of Technology and Communication Negotiated	State Police	Law Enforcement/Adjudication Data System	jcrivera@policia.pr.gov T (787) 793-1234 Ext. 3353 F (787) 782-4320
Monseratte Rodríguez Officer	Highway Patrols Division of Guaynabo Municipal Police	Municipal Police	Law Enforcement/Adjudication Data System	polrodriguez449@gmail.com T (787)720-4040 Ext. 7067
DRIVER AND VEHICLE				
Nelson Ruiz Otero	Director Point Systems	DISCO	Driver and Vehicle System	nruiz@dtop.pr.gov T (787) 294-2424 Ext. 246 o 247 F (787) 773-0262
Adrián Cerros	Director Federal Motor Carrier Safety Administration Representative	FMCSA	Driver System	adrian.cerros@dot.gov T (787) 766-5985 F (787) 766-5015

EMERGENCY MEDICAL SERVICES OR INJURY SURVEILLANCE SYSTEM

Lydyvel Martínez Colón, Esq.	Assistant Regional Director of Arecibo	Automobile Accident Compensation Administration	Injury Surveillance System	LMartin@aca.gov T (787) 759-8989 Ext. 3109 F (787) 753-1713
Jaime González Torres	Interim Executive Assistant Director	Emergency Medical System	EMS/Injury Surveillance System	jgonzalez@prema.pr.gov T (787) 724-0124 Ext. 40075 F (787) 725-4244
Luis R. Rivera Molina	Interagency Coordinator	Government Board of the 911 Service	EMS/Injury Surveillance System	lrivera@e911.pr.gov T (787) 484-0841
Marta E. Figueroa Solís	Trauma Registry	Department of Health	Emergency Medical Services	Marta.figueroa@asem.pr.org T (787) 777-3535 Ext. 6217, 6218 F (787) 777-3776
ROADWAY				
Miguel A. Martínez Yordán	Administrator Geographic Information System	DOT – Highway and Transportation Authority	Roadway System	migmartinez@dtop.gov.pr T (787) 721-8787 Ext. 2309 F (787) 728-8335
Andrés Álvarez, PE	Federal Highway Administration Representative	Federal Highway Administration	Roadway System	andres.alvarez@dot.gov T (787) 766-5600 Ext. 226 F (787) 766-5924
DATA USE AND INTEGRATION				
Héctor M. Colón Jordán, PhD	Project Director	Carlos Albizu University	Data Use and Integration	hcolonjordan@gmail.com T (787) 758-2525 Ext. 4414 F (787) 767-4146
Josie Bianchi, PE	Project Coordinator	Carlos Albizu University	Data Use and Integration	josie.bianchi@upr.edu T (787) 758-2525 Ext. 4414 F (787) 767-4146

State traffic records strategic plan

Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Documents Uploaded
Traffic Safety Information Systems Strategic Plan FY19.pdf

Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State's most recent highway safety data and traffic records system assessment.

Crash Recommendations

- Improve the procedures/process flows for the Crash data system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.
- Improve the interfaces with the Crash data system to reflect best practice identified in the Traffic Records Programs Assessment Advisory.
- Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Vehicle Recommendations

- Improve the applicable guidelines for the Vehicle data systems to reflect best practices identified in the Traffic Records Programs Assessment Advisory.
- Improve the data dictionary or the Vehicle data system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.
- Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Driver Recommendations

- Improve the applicable guidelines for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.
- Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Roadway Recommendations

- Improved the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.
- Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.
- Improved the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

Citation/Adjudication Recommendations

- Improved the applicable guidelines for the Citation and Adjudication system to system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.
- Improved the data dictionary for the Citation and Adjudication system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.
- Improved the interfaces with the Citation and Adjudication system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.
- Improve the data quality control program for the Citation and Adjudication system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

EMS/Injury Surveillance Recommendations

- Improve the description and contents of the Injury Surveillance system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.
- Improve the interface with the Injury Surveillance system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.
- Improve the data quality control program for the Injury Surveillance system to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

Data Use and Integration Recommendations

- Improve the traffic record system capacity to integrate data to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.

Core System: Crash

Recommendation: *Improve the procedures/processes for the crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

The Puerto Rico Police Department is in the process of implementing a new, standard electronic police crash report (PPR 621.4 before PPR-93) to collect crash data in the field that is consistent with MMUCC guidelines. The project is currently in the testing phase and final corrections are being made to comply with required state laws from several agencies that will utilize the collected data. Once the corrections to the report are finalized the Puerto Rico Traffic Safety Commission (PRTSC) will provide guidance in the creation of process flow diagrams detailing the processes governing the collection, submission, processing, posting, and maintenance of crash data.

Puerto Rico has detailed policies and procedures for key processes governing the collection, reporting, and posting of crash data and FARS data. The policies and procedures are included in the following documents: Puerto Rico Fatality Analysis Reporting System (FARS) Procedures Manual, "Reglamento para el Control en el Envío, Distribución, Archivo y Expedición de Informes Policiacos en la Policía de Puerto Rico", and Article 4.09 of Law 22. Each document will be updated accordingly to accommodate the new flow of data and represent the new reality once the detailed training material was created based on the criteria established by the "Manual on Classification of Motor Vehicle Traffic Accident" published by the National Safety Council and the MMUCC Guideline Model Minimum Uniform Crash Criteria Fourth Edition (2017). Officers' training is scheduled to commence at the beginning of July of the current year and expected to be completed by December of the same year. The training will focus on the importance of data accuracy and completeness.

The new, standard electronic police crash report (PPR 621.4) is expected to go live at the end of December 2018.

Recommendation: *Improve the interface with the crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

The PRTSC and the Police Department recognize the importance of data quality for accurate crash data statistics and analysis that will support policy-level decision-making processes. The focus and goal for the next fiscal year is to expedite the implementation of the electronic police crash report (PPR 621.4) in order to

streamline data collection by officers at the crash scene. Once the new police crash report is fully deployed and operational the integration to the database of the Department of Transportation and Public Works (Driver and Vehicles Information Database System DAVID+) will be considered.

A proposal will be requested during the next fiscal year for a Geo-localization project where the crash location information can populate then new police crash report (PPR 621.4) automatically. No dates have been established for the request for proposal.

For purposes of data accuracy and validation officers have access to the Driver and Vehicles Information Database System (DAVID+) in the field to verify and validate driver and vehicle information. Officers also have access to the Integrated Criminal Record System (RCI) to verify criminal records and outstanding warrants.

Recommendation: *Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

The implementation of the new, electronic police crash report (PPR 621.4) will be the focus in the next fiscal year.

The functional and technical specifications documents for edit checks and validations rules will be created during the next fiscal and incorporated to the new police crash report once the technical development has been completed and tested. The implementation of automated edit checks and validation rules will ensure accuracy and completeness in the data collection. A document describing the function of system checks, validations rules, required fields and dependencies, will be created to help users understand how data is collected.

The quality control and data error correction will continue to be managed by the Accident Analysis Office. New processes will be established and documented to manage data errors and corrections as well as providing feedback to users.

A formal process will be established and documented to manage the return of rejected crash reports to the originating officer. Currently, the supervising officer reviews all crash reports before they can be approved. If any critical information is missing the report is returned to the originating officer. This process will be reviewed with the implementation of the new police crash report (PPR 621.4) and if proven efficient will become the formal process for rejected crash reports.

Performance measures will be defined during the next fiscal year once the new electronic police crash report (PPR 621.4) is deployed and operational.

Core System: Vehicle

Recommendation: *Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

A complete data dictionary exists and was provided for the assessment meeting advisory ideal. Procedures for collection, reporting, and posting of registration, and title information are formally documented by are in Spanish. During the next fiscal year, the PRISC will translate the necessary documentation.

Core System: Driver

Recommendation: *Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

A complete data dictionary exists for the driver system, with full definitions for each data element but the document is in Spanish. During the next fiscal year, the PRISC will translate the necessary documentation.

Core System: Roadway

Recommendation: *Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

The Puerto Rico Highway and Transportation Authority (PRHTA) is in the process of evaluated a request for proposal for the development and deployment of a Roads Information Management System (RIMS) solution to fulfill primarily the mandate of the Federal Highway Administration's (FHWA) Highway Performance Monitoring System (HPMS). The development of the database structure will support FHWA programs requirements such as Model Inventory of Roadway Elements (MIRE). The development and deployment of RIMS is expected to take approximately two (2) years. For the next fiscal year, PRHTA will complete the selection process of a responsible bidder and complete contract requirements with the selected party.

Core System: Citation/Adjudication

Recommendation: *Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

The Puerto Rico Justice Department uses the Integrated Criminal Record (RCI) System which resides in the Criminal Justice Information System (SIJC, for it's Spanish acronym), a fully NIEM compliant system with the FBI's CJIS requirements. Access to this system strictly follows the FBI CJIS Security Policy and is audited by FBI CJIS HQ in Virginia.

The Puerto Rico Criminal Justice Information System (SIJC) adheres to the National Crime Information Center (NCIC) data guidelines but there is currently no online connection to the Center. The evaluation of the issues with connectivity to the NCIC and the information sharing with other Puerto Rico agencies will be completed by the end of the next fiscal year. We will also evaluate the requirements to adhere to other program standards like Uniform Crime Reporting (UCR), National Incident-Based Reporting System (NIBRS), and National Law Enforcement Telecommunication System (NLETS).

Puerto Rico does not have a centralized impaired driving data tracking system and recognizing the potential benefits we are committed, for the next fiscal, to clearly define the requirements (information, interfaces, reporting) to develop a system following The Model Impaired Driver Records Information System (MIDRIS) specifications.

Recommendation: *Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

There is available documentation for the Integrated Criminal Record (RCI) System and Criminal Justice Information System (SIJC, for it's Spanish acronym). In the next fiscal year, a document inventory will be created to determine what specific system documentation is available and what needs to be created.

Recommendation: *Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Currently, the Integrated Criminal Record (RCI) system has online access to the Driver and Vehicles Information Database System (DAVID+) to query/validate driver's personal data as the first step in creating a case.

In the next fiscal, the requirements for the following interfaces will be evaluated and defined where information sharing is possible:

- Interface driver's history, including citations and DUI, from the Driver and Vehicles Information Database System (DAVID+) to Integrated Criminal Record (RCI) system.
- Interface from the Justice's Department Integrated Criminal Record (RCI) system to the Court's Unified System for Management and Administration of Cases (SUMAC) so case information and court's adjudication/determination information can flow seamlessly between the systems.
- Interface from to Integrated Criminal Record (RCI) system to Driver and Vehicles Information Database System (DAVID+) to transfer adjudicated data for posting to the vehicle and driver file when appropriate.

Recommendation: *Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Performances measures of timeliness, completeness, integration and accessibility will be defined during the next fiscal year.

Core System: Data Use and Integration

Recommendation: *Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

In a continuous effort to collect quality data, its access and analysis, we will focus on the following three goals during the next fiscal year:

- Improve the quality and validity of the crash data, including increasing the correct geo-location of crashes.
- Extend the contents of the analytical crash datasets by increasing their compatibility with the MMUCC standards and, integrating injury and insurance data elements from external datasets.
- Provide advanced analytical tools to a broad base of users by extending the functionality of the SAFETY tools, training potential users in theirs use, and increasing the number of active users.

Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure Strategy
19-07-01	Traffic Records Coordinator	Highway Safety Office Program Management (TR)
19-07-10	Analysis and Compilation of Traffic Crashes 2019	Improves timeliness of a core highway safety database
19-07-13	SAFETY/CARE System to Puerto Rico Crash Data 7	Improves accessibility of a core highway safety database
19-07-16	Traffic Records IT Consultant	IT Consultant

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Core System: Vehicle

Recommendation: *Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Puerto Rico maintains the State of record for new out-of-state titles but does not maintain brand information. As a part of the vehicle registration process in the agency computerized system, when the VIN is inserted, the system automatically connects to CVINA (a POLK Company software) to validate and provide vehicle

information. The Department of Transportation and Public Works (PRDOT) recognizes the importance of capturing brands which is essential for ensuring that vehicles with serious, potentially dangerous defects and those that have been totaled are not reintroduced into the market.

Due to the devastation caused by hurricanes Irma and Maria in Puerto Rico, the PRDOT has established a list of priorities allocating all resources to focus on the restoration of the island's deeply battered infrastructure. For that reason, the PRDOT cannot commit to working on improvements to the Vehicle data system during the next fiscal year.

Recommendation: *Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

The Puerto Rico Department of Transportation and Public Works has various data quality control procedures in place to ensure entered data falls within the range of acceptable values and is logically consistent between other elements. PRDOT recognizes the importance of improving quality control programs and establishing comprehensive performance measures to ensure the integrity of the data collected.

Due to the devastation caused by hurricanes Irma and Maria in Puerto Rico, the Department of Transportation and Public Works has established a list of priorities allocating all resources to focus on the restoration of the island's deeply battered infrastructure. For that reason, the PRDOT cannot commit to working on improvements to data quality control programs during the next fiscal year.

Core System: Driver

Recommendation: *Improve the applicable guidelines for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

The PRDOT recognizes the importance and benefits of the interaction with National Driver Register (NDR) Problem Driver Pointer System (PDPS) and FMCSA's Commercial Driver's License Information System (CDLIS).

Due to the devastation caused by hurricanes Irma and Maria in Puerto Rico, the PRDOT has established a list of priorities allocating all resources to focus on the restoration of the island's deeply battered infrastructure. For that reason, the PRDOT cannot commit to working on improvements to the Driver data system during the next fiscal year.

Recommendation: *Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

The PRDOT has various data quality control procedures in place to ensure entered data falls within the range of acceptable values and is logically consistent between other elements. PRDOT recognizes the importance of improving quality control programs and establishing comprehensive performance measures to ensure the integrity of the data collected.

Due to the devastation caused by hurricanes Irma and Maria in Puerto Rico, the PRDOT has established a list of priorities allocating all resources to focus on the restoration of the island's deeply battered infrastructure. For that reason, the PRDOT cannot commit to working on improvements to data quality control programs during the next fiscal year.

Core System: Roadway

Recommendation: *Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

The Puerto Rico Highway and Transportation Authority (PRHTA) is in the process of evaluated a request for proposal for the development and deployment of a Roads Information Management System (RIMS) solution to fulfill primarily the mandate of the Federal Highway Administration's (FHWA) Highway Performance Monitoring System (HPMS). The development of the database structure will support FHWA programs requirements such as Model Inventory of Roadway Elements (MIRE).

As part of the proposal PRHTA is requesting the creation and delivery of administrator guides including installation procedures and configuration file instructions, data dictionary, technical manuals, and user guides. The technical manuals, and user guides will be available during the training phase of the project. Other technical documentation should be available right after deployment. The development and deployment of RIMS is expected to take approximately two (2) years.

Recommendation: *Improve the procedures/ process flows for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

The Puerto Rico Highway and Transportation Authority (PRHTA) is in the process of evaluated a request for proposal for the development and deployment of a Roads Information Management System (RIMS) solution to fulfill primarily the mandate of the Federal Highway Administration's (FHWA) Highway Performance Monitoring System (HPMS). The development of the database structure will support FHWA programs requirements such as Model Inventory of Roadway Elements (MIRE).

As part of the proposal PRHTA is requesting the creation and delivery of administrator guides including installation procedures and configuration file instructions, data dictionary, technical manuals, and user guides. Once the RIMS project is fully deployed the PRHTA will evaluate and determine if additional processes and procedures/process flows need to be established and documented. The development and deployment of RIMS is expected to take approximately two (2) years.

Recommendation: *Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

The Puerto Rico Highway and Transportation Authority (PRHTA) is in the process of evaluating a request for proposal for the development and deployment of a Roads Information Management System (RIMS).

The quality control measures will be addressed once the RIMS project is completed.

Core System: EMS/Injury Surveillance

Recommendation: *Improve the description and contents of the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

EMS – In Puerto Rico ambulance services are provided by some of the larger municipalities, the state and private companies. Due to the aftermath of Hurricane Maria most of the private companies that provided emergency services/vehicles went bankrupt and ceased operations. The regulation of emergency vehicles in the island has been assigned to the Public Service Commission. During the next fiscal year, the Traffic Safety Commission will start negotiations with the Public Service Commission, to try to regulate and standardize the information that is collected and make it NEMSIS compliant.

Emergency Department and Hospital Discharge – In Puerto Rico there are approximately 20 hospitals and 50 emergency rooms. Due to the current financial crisis and the aftermath of Hurricane Maria some of the hospitals and emergency rooms are undergoing financial restructuring or are in the process of ceasing operations. For this reason, there are no improvement initiatives contemplated for the next fiscal year.

Trauma Registry - The Trauma Center (Centro Médico) in Puerto Rico is currently in the process of implementing a new electronic medical record system. The project is in the testing phase and will be deployed sometime during the 2018-2019 fiscal year. The new system complies with the latest federal and local regulations including ARRA Stage 3 Meaningful Use and HIPPA.

Vital Records - Vital records in Puerto Rico are kept by the Puerto Rico Demographic Registry, part of the Puerto Rico Department of Health. This subdivision consolidates all death certificates into a standardized death registry for the complete population of Puerto Rico. The Demographic Registry employs professional pathologist to classify causes of death using ICD-10 scheme. Currently, vital records data is available upon request for roadway safety analyses. During the next fiscal year, a process will be established to request data on motor-vehicle related deaths on a regular basis.

Recommendation: *Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

The Trauma Center (Centro Medico) in Puerto Rico is currently in the process of implementing a new electronic medical record system. The project is in the testing phase and will be deployed sometime during the 2018-2019 fiscal year. The new system complies with the latest federal and local regulations including ARRA Stage 3 Meaningful Use and HIPPA. It also includes a Continuity of Care Document (CCD) interface suite to receive and display CCD medical summaries from other systems. Once the system is fully implemented and operational we will evaluate to integration of trauma data to other data sources. This evaluation is expected to be completed during 2019-2020 fiscal year.

Due to fiscal and financial constraints and restructuring there are no improvement of interfaces initiatives contemplated for the next fiscal in the component area of EMS and Emergency Department and Hospital Discharge.

Recommendation: *Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

EMS - The regulation of emergency vehicles in the island has been assigned to the Public Service Commission. During the next fiscal year, the Traffic Safety Commission will start negotiations with the Public Service Commission, to try to regulate and standardize the information that is collected and make it NEMSIS compliant. Once a compromise has been reached and a formal process established, data quality control programs will be defined with an expected completion during 2019-2020 fiscal year.

Emergency department and hospital discharge – In Puerto Rico there are approximately 20 hospitals and 50 emergency rooms. Due to the current financial crisis and the aftermath of Hurricane Maria some of the hospitals and emergency rooms are undergoing financial restructuring or are in the process of ceasing operations. For this reason, there are no data quality control initiatives contemplated for the next fiscal year.

Trauma Registry - The Trauma Center (Centro Medico) in Puerto Rico is currently in the process of implementing a new electronic medical record system. The project is in the testing phase and will be deployed sometime during the 2018-2019 fiscal year. The new system complies with the latest federal and local regulations including ARRA Stage 3 Meaningful Use and HIPPA. Once the new system is fully deployed and operational, data quality control programs will be defined with an expected completion during 2019-2020 fiscal year.

Vital records - The Puerto Rico Demographic Registry follows the NCHS standards and specifications in its collection, editing, and processing of vital records. The NCHS quality algorithms report all data that fails to fall within acceptable values and data fields that are not logically consistent. The Puerto Rico Demographic Registry is subject to the quality control processes established at NCHS. We will evaluate if additional performance measures are needed.

Quantitative improvement

Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on

to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated.

PR-PM-1 – Vehicle Registration / Completeness

This performance measure is based on the V-C-04 model. Puerto Rico will improve the Completeness of the Vehicle Registration system as measured in terms of Increase of Integrate data from Weight and Tonnage application to DAVID (Driver and Vehicle Information Database) System.

The state will show measurable progress using the following method: Since 2003 the program Weights and Measures was implemented on in the weighing station located in the municipality of Salinas. This is a database that extracts information from the DAVID+ System. Basically, it works with all heavy motor vehicle weighing more than 10,001 pounds.

In compliance with the Law No. 22, Articles 15.02, 15.03 and 15.06 and the 6726 Regulations "Regulations for Motor Vehicles Heavy" will proceed to make the certifications and weight tonnage. These documents establishing the collection of annual fees payable by each driver to move the truck on the public highways of Puerto Rico duly authorized. In addition, other certifications are issued as the Certification of Dimensions, indicating the weight to be loaded on the truck.

As part of support among government agencies, on a daily basis, they may have an official representative of the Public Service Commission, who is watching the work of the Station. In case of any irregularity, the individual may step in to inspect the truck and make recommendations for correcting the deficiencies identified.

On the construction of a new station, construction has been considered in the municipalities of Vega Alta and Gurabo but is still being auctioned as part of the procedure to be followed. Currently, it is in the hold.

MONTH	YEAR 2014	YEAR 2015	YEAR 2016	YEAR 2017	YEAR 2018
January	121	135	112	205	136
February	92	102	113	152	123
March	122	161	112	181	122
April	150	162	200	79	
May	77	227	206	45	
June	114	205	199	79	
July	143	121	119	76	
August	168	133	168	52	
September	142	149	165	25	
October	184	149	171	61	
November	146	105	109	135	
December	123	105	120	141	
TOTAL	1,582	1,754	1,794	1,231	381

April 1, 2014 – March 31, 2015 = 1,645 / April 1, 2015 – March 31, 2016 = 1,693

April 1, 2016 – March 31, 2017 = 1,995 / April 1, 2017 – March 31, 2018 = 1,074

PR-PM-2 – Driver License / History / Completeness (12 to 15 points)

This performance measure is based on the D-T-01B model.

Puerto Rico will improve the Completeness of the Driver License / History system as measured in terms of Increase of Number of suspension warning letters issued by DISCO (12 to 15 points). This Performance Measure is related to the Point System Project 11-07-11.

In order to comply with the provisions of State Law No. 22, Article 3.22 and Regulation 7977, the Drivers Service Directorate (DISCO) submitted a Proposal for 2010-2011 focused on the mechanization of the correspondence to be sent depending on a standardized rating scale. The proposal was approved by the amount of \$623,753.31

If the driver accumulates 12 to 15 points, he will receive a First Notice, in which he is encouraged to driving more cautiously and in turn makes the warning that if he accumulates 16 to 24 points, he will be named to attend an Orientation and if he accumulates 25 points or more points he will receive a suspension notice.

MONTH	YEAR 2014	YEAR 2015	YEAR 2016	YEAR 2017	YEAR 2018
January	1,311	1,352	1,597	711	39
February	2,065	719	3,149	355	36
March	5,023	825	2,361	2,741	87
April	2,402	409	2,163	763	
May	1,413	943	2,501	416	
June	2,636	485	1,731	653	
July	1,917	739	1,166	87	
August	504	716	1,381	26	
September	251	1,400	1,060	0	
October	156	1,400	91	99	
November	204	1,311	2,486	10	
December	311	1,312	925	50	
TOTAL	18,193	11,611	20,611	5,911	162

April 1, 2014 – March 31, 2015 = 12,690 / April 1, 2015 – March 31, 2016 = 15,822

April 1, 2016 – March 31, 2017 = 17,311 / April 1, 2017 – March 31, 2018 = 2,266

PR-PM-3 – Driver License / History / Completeness (16 to 24 points)

This performance measure is based on the D-T-01B model.

Puerto Rico will improve the Completeness of the Driver License / History system as measured in terms of Increase of Number of suspension warning letters issued by DISCO (16 to 24 points). This Performance Measure is related to the Point System Project 11-07-11.

In order to comply with the provisions of State Law No. 22, Article 3.22 and Regulation 7977, the Drivers Service Directorate (DISCO) submitted a Proposal for 2010-2011 focused on the mechanization of the correspondence to be sent depending on a standardized rating scale. The proposal was approved by the amount of \$623,753.31

If the driver accumulates 16 to 24 points, will receive a citation to take the Orientation to the Point System Course and in turn, makes the warning that if he accumulates 25 points or more points he will receive a suspension notice. In addition, it includes the driver's record.

MONTH	YEAR 2014	YEAR 2015	YEAR 2016	YEAR 2017	YEAR 2018
January	445	867	675	287	1
February	984	519	1,251	131	0
March	2,479	134	1,026	891	46
April	1,201	1,021	904	25	
May	689	701	991	24	
June	1,510	857	731	35	
July	303	180	457	9	
August	153	328	457	2	
September	48	347	466	0	
October	48	347	28	2	
November	64	620	1,152	1	
December	521	621	399	0	
TOTAL	8,445	6,542	8,537	1,407	47

April 1, 2014 – March 31, 2015 = 6,057 / April 1, 2015 – March 31, 2016 = 7,974

April 1, 2016 – March 31, 2017 = 6,894 / April 1, 2017 – March 31, 2018 = 145

PR-PM-4 – Driver License / History / Completeness (25 points or more)

This performance measure is based on the D-T-01B model.

Puerto Rico will improve the Completeness of the Driver License / History system as measured in terms of Increase of Number of suspension warning letters issued by DISCO (25 or more points). This Performance Measure is related to the Point System Project 11-07-11.

In order to comply with the provisions of State Law No. 22, Article 3.22 and Regulation 7977, the Drivers Service Directorate (DISCO) submitted a Proposal for 2010-2011 focused on the mechanization of the correspondence to be sent depending on a standardized rating scale. The proposal was approved by the amount of \$623,753.31.

If the driver accumulates 25 or more points, he will receive a notice of suspension which will indicate the points accumulated and the term of suspension, which may be: 3 months, 6 months or 1 year. In addition, it includes the driver's record.

MONTH	YEAR 2014	YEAR 2015	YEAR 2016	YEAR 2017	YEAR 2018
January	68	176	188	98	2
February	153	96	512	112	1
March	458	64	191	171	40
April	210	82	229	23	
May	124	219	263	21	
June	232	234	194	26	
July	64	59	68	3	
August	41	82	164	3	
September	14	102	224	0	
October	14	102	201	3	
November	47	207	486	0	
December	61	207	180	2	
TOTAL	1,486	1,630	2,900	462	43

April 1, 2014 – March 31, 2015 = 1,143 / April 1, 2015 – March 31, 2016 = 2,185

April 1, 2016 – March 31, 2017 = 2,390 / April 1, 2017 – March 31, 2018 = 124

PR-PM-5 – Roadway - Uniformity

This performance measure is based on the R-U-01 model.

In order to improve uniformity in the roadway database, Puerto Rico has developed this action plan to meet the MIRE FDE database for September 30, 2019.

The Puerto Rico Highway and Transportation Authority (PRHTA) is the public corporation responsible for the design, construction, monitoring, and operations of the state roads in the Island. Together with the Puerto Rico Department of Transportation and Public Works (PRDTPW), they have the responsibility to maintain the entire public road system. In addition, the Puerto Rico Traffic Safety Commission (PRTSC) strongly supports highway safety through educational campaigns, law enforcement mobilizations, and highway safety improvement projects. Since the approval of the Puerto Rico SHSP in 2014, the PRTSC and the PRHTA had received the formal support of several safety stakeholders from public, private, and non-profit sectors. The combined efforts of these safety stakeholders had achieved a historic reduction of less than 300 traffic fatalities in 2016 with 279 fatalities. Even that Puerto Rico had been improving traffic safety in several areas, there is still much to do to achieve the goals of the Traffic Records and Information Systems emphasis area; one (1) of the three (3) core emphasis areas of the Puerto Rico SHSP.

The PRTSC, supported by the National Highway Traffic Safety Administration (NHTSA), established the Traffic Records Coordinating Committee (TRCC) in the year 1990. This committee, formally meeting since 2006, includes representatives from all the public agencies related to the six (6) traffic information systems (CRASH, VEHICLE, ROADWAY, INJURY Surveillance, DRIVER, and Citation/Adjudication). The TRCC is the emphasis area team for the Traffic Records and Information Systems emphasis area. Thus, the action plan of this core emphasis area depends on the TRCC action plan. This emphasis area is the foundation to achieve deep changes in the near future of highway safety in Puerto Rico. Most of the “big changes” will only be possible if the TRCC is successful to meet federal and local requirements. The most recent federal requirement, federal register Vol. 81 No. 50 from March 15, 2016, is related to the ROADWAY system:

*“States must incorporate **specific quantifiable and measurable anticipated improvements for the collection of MIRE fundamental data elements** into their Traffic Records Strategic Plan by July 1, 2017, and have access to the complete collection of the MIRE fundamental data elements by September 30, 2026.”*

Since the PRHTA and the PRTSC get aware of this requirement, they started searching how to accomplish it. As technology evolves and new data is required, these agencies are moving forward to create an updated database to the warehouse and manage not only the crash database but other associated databases that include all the necessary data to achieve the Model Inventory Roadway Elements (MIRE) Fundamental Data Elements (FDE) for the year 2026.

Currently, the PRHTA collects several roadway data elements for different programs such as Highway Performance Monitoring System (HPMS), Pavement Management System (PMS), Bridge Management System (BMS), and others. The HPMS started in the year 1993, as required by the Federal Highway Administration (FHWA) and more than twenty-three (23) years later, the HPMS database has become an important component of the PRHTA, especially for planning and operations purposes. The data collected to fulfill the HPMS database is very similar to the data required for MIRE, except that does not include ramps, intersections, and local roads.

The Puerto Rico Highway and Transportation Authority (PRHTA) is in the process of evaluated a request for proposal for the development and deployment of a Roads Information Management System (RIMS) solution to fulfill primarily the mandate of the Federal Highway Administration’s (FHWA) Highway Performance Monitoring System (HPMS). The development of the database structure will support FHWA programs requirements such as Model Inventory of Roadway Elements (MIRE). The development and deployment of this project is expected to take approximately two (2) years.

PR-PM-6 – Crash – Timeliness

Performance Targets/Goals

This performance measure is based on the C-T-01A model. Puerto Rico will improve the Timeliness of the Crash system as measured in terms of Increase of Number of crash reports in the backlog entering into the database (2016). The progress will be measured by the number of cases that are entering into the database.

April 1, 2016 to March 31, 2017

CRASH YEAR	TOTAL CRASHES	(TIME DAYS)	TOTAL DELAY (DAYS)
2014 (4/1/-5/31/2015)	21,713	730	15,850,490
2015 (4/1/2015-3/31/2016)	132,997	365	48,543,905
2016 (4/1/2016-3/31/2017)	175,500	365	64,057,500
TOTAL	330,210		128,451,895

$$128,451,895/330,210 = 389$$

From April 1, 2016, to March 31, 2017, there were entered a total of **175,500** crash reports (injuries, fatalities and property damage), and it took an average of **389 days** from the date of the crash to the date entered. (using 2016 to calculate)

April 1, 2017 to March 31, 2018

CRASH YEAR	TOTAL CRASHES	(TIME DAYS)	TOTAL DELAY (DAYS)
2015 (5/1/2015-3/31/2016)	132,997	365	48,543,905
2016 (5/1/2016-3/31/2017)	175,500	365	64,057,500
2017 (5/1/2017-3/31/2018)	141,380	365	51,603,700
TOTAL	471,590		180,055,595

$$128,451,895/330,210 = 381$$

From April 1, 2017, to March 31, 2018, there were entered a total of 141,380 crash reports (injuries, fatalities, and property damage), and it took an average of **381 days** from the date of the crash to the date entered. (using 2017 to calculate)

PR-PM-7 – Crash – Accessibility**Performance Targets/Goals**

This performance measure is based on the C-X-01 model. Puerto Rico will improve the Accessibility of the Crash system as measured in terms of increase of: has proven its capability to improve decision-making for the purpose of reducing crashes and crash severity. It uses advanced analytical and statistical techniques to generate valuable information directly from data. Its warehouse approach to data enrichment and storage leads to virtually instantaneous responses to any query, giving the user access to all information residing in the crash and other supplementary databases. The ability to create filters from outputs is unique, producing filters of complexity that would otherwise be impossible to achieve without extensive testing and rewrite.

The state will show measurable progress using the following method: The number of users that have access.

BASELINE PERIOD 2016	QUANTITY	BASELINE PERIOD 2017	QUANTITY
April	14	April	1
May	2	May	2
June	3	June	6
July	1	July	2
August	16	August	5
September	3	September	0
October	1	October	0
November	0	November	0
December	0	December	2
BASELINE PERIOD 2017	40	BASELINE PERIOD 2018	18
January	0	January	4
February	1	February	10
March	0	March	3
TOTAL	41	TOTAL	35

April 1, 2016 – March 31, 2017 = 41

April 1, 2017 – March 31, 2018 = 35

PR-PM-8 – Crash – Completeness

Percent of Baseman Completion

Currently processing the latest update from the Planning Board line work. This process replaces the OpenStreetMap sections with the new Planning Board updates. All edge work has been completed and IWIDs have been assigned to the Planning Board areas. We are beginning the transfer of route-kilometer information onto the base map. From a base map completion standpoint, the map was 62% complete at the start of the month of June 2017 under Dynamic Segmentation of States routes, 99.3% of transferring PDF maps into the digital base map and 30.7% of identified errors corrected.

BASELINE PERIOD 2017	Project Progress %			Month Progress %	Project Cumulative Progress %
	Dynamic Segmentation	PDF Maps Into Digital Basemap	Identified Errors Corrected		
April	62	83.3	30.7	2.2	58.7
May	62	99.3	30.7	5.3	64.0
June	62	99.3	30.7	0	64.0
July	62	100	30.7	0	64.0
August	62	100	30.7	0	64.0
September	62	100	30.7	0	64.0
October	62	100	30.7	0	64.0
November	62	100	30.7	0	64.0
December	62	100	30.7	0	64.0

BASELINE PERIOD 2018	Project Progress %			Month Progress %	Project Cumulative Progress %
	Dynamic Segmentation	PDF Maps Into Digital Basemap	Identified Errors Corrected		
January	62	100	30.7	0	64.0
February	62	100	30.7	0	64.0
March	62	100	30.7	0	64.0
April	62	100	30.7	0	64.0
May	62	100	30.7	0	64.0

Upload supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Documents Uploaded

Traffic Safety Information Systems Strategic Plan FY19.pdf

State highway safety data and traffic records system assessment

Enter the date of the assessment of the State’s highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA’s “Traffic Records Highway Safety Program Advisory” (DOT HS 811 644), as updated.

Date of Assessment: 9/13/2016

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

10 405(d) Impaired Driving Countermeasure Grant

Impaired driving assurances

Impaired driving qualification - High-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Impaired driving program assessment

Enter date of the last NHTSA-facilitated assessment of the State's impaired driving program conducted within three years prior to the application due date. (§ 405(d))

Date of Last NHTSA Assessment: 6/19/2017

Authority to operate

Enter a direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.

Puerto Rico Impaired Driving Task Force and Plan

Mission Statement

The primary purpose of the Puerto Rico Impaired Driving Task Force (PRIDTF) is to address problems caused by impaired driving through education, enforcement, prosecution and adjudication procedures.

Program Management

During many years, Puerto Rico has taken measures to reduce the incidents of alcohol-related and impaired driving crashes; the persistent regularity of these incidents continues to be a problem. For year 2015, 104 impaired driving fatalities were reported. This represents a 34% of total traffic fatalities.

According to studies, a statewide interagency effective task force on drunk driving may be a key tool in decreasing drunk and impaired driving.

The Puerto Rico Impaired Driving Task Force was assembled on August 2013, to enforce Puerto Rico's DWI Laws and to analyze and implement strategies to reduce drunk driving with a multifaceted approach as required by MAP 21. The updated plan in compliance with FAST Act was accepted on June 29, 2017.

This task force will meet at least once every quarter. Meetings will be re-directed toward data analysis, alcohol impaired driving literature revision, laws revisions, impaired driving diversion curriculum, agencies data sharing among other tasks. Methods of reducing the incidents of drunk and impaired driving and develop recommendations regarding the enhancement of government services, education, and intervention to prevent drunk and impaired driving. Task force members will develop an evaluation process ensuring the right track is being followed and strategies and tactics are effective towards achieving a goal. The PRTSC as task force leading agency should provide the information of progress and performance.

The task force will operate at a state level and may engage in a variety of activities such as:

- Alcohol Enforcement, Enforcement Training and Best Practices
- DWI prosecution and adjudication support
- Victims Impact Panel
 - Public Information and Education (PI & E)- focal groups
- Policy and Legislative Alcohol Proposals and revision
- Multiagency coordination

The task force shall consist, but not limited to:

- The executive director of the Puerto Rico Traffic Safety Commission, (PRTSC) or his/hers designee
- The PRTSC Federal Funds Manager
- The PRTSC Impaired Driving Coordinator
- The PRTSC Motorcyclist Safety Coordinator
- The PRTSC Traffic Records Coordinator
- Law Enforcement Liaison
- A representative of the Puerto Rico Highway & Transportation Authority
- The State Traffic Patrol Officer
- A representative of the DWI Prosecution Unit of the Puerto Rico Department of Justice
- A representative of An Impaired Driving Awareness Youth Groups
- A representative of a Traffic Safety Community Program

It is important to informed to all members that:

1. Members of the task force shall not be compensated for or reimbursed for their expenses incurred in attending meetings of the task force.
2. The initial meeting of the task force shall be arranged on or before August 31, 2013.

3. The task force shall meet not less frequently three times a year (every four months), unless other reasons, and may adopt policies and procedures necessary to carry out its duties.
4. The task force shall report its findings and recommendations to the Puerto Rico Traffic Safety Commission
5. The task force will discussed Puerto Rico's Impaired Driving Plan and future changes and updates

Members will be added accordingly.

IMPAIRED DRIVING TASK FORCE MEMBERS

Name and Position	Signature
Darelis López Rosario Puerto Rico Traffic Safety Commission Executive Director	
Liz Y. López Del Río PRTSC Federal Funds Manager	
Betty Rivera Carrillo PRTSC Impaired Driver Coordinator	
Ariana Peña Guzmán PRTSC Traffic Records Coordinator	
Ramón Castrillón PRTSC Motorcycle Coordinator	
Juan Carlos Rivera Puerto Rico Highway & Transportation Authority SHSP Coordinator	
Zulejka Colón PR DOJ DWI Prosecution Unit Acting Director	
Joedy Flores FIESTA Project-University of Puerto Rico Youth Alcohol	
Capt. Carlos Rivera Puerto Rico Police Department	
Tomás Colón Law Enforcement Liaison	
Mariadela La Torre Representative of CTSP's	
Montserrat Rodríguez Pérez Guaynabo City Municipal Traffic Police	

Input the date that the Statewide impaired driving plan was approved by the State's task force.

Date impaired driving plan approved by task force: 6/29/2017

Task force member information

Enter a direct copy of the list in the statewide impaired driving plan that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24–7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication.

NAME	AGENCY/ORGANIZATION	POSITION
Darelis López	Puerto Rico Traffic Safety Commission	Executive Director
Betty Rivera	Puerto Rico Traffic Safety Commission	Impaired Driving Coordinator
Rosaura González	Puerto Rico Department of Justice-Impaired Driving Prosecution Unit	Director Impaired Driving Prosecution Unit/TSRP
Liz López	Puerto Rico Traffic Safety Commission	Federal Funds Manager
Juan Carlos Rivera	Puerto Rico Department of Transportation and Public Works	Supervisor Traffic Safety Engineer Program & SHSP Coordinator
Ariana Peña	Puerto Rico Traffic Safety Commission	Traffic Records Coordinator
Lt. Cor. Jorge Hernández-Peña	Puerto Rico Police Department- Traffic Bureau	Director PRPD Traffic Bureau
Agent Monserrate Rodríguez	Guaynabo City Traffic Police Department	Traffic Police Agent-Guaynabo Traffic Police
Ramón Castrillón	Puerto Rico Traffic Safety Commission	Motorcyclist Safety Program Coordinator
Joedy Flores	University of Puerto Rico- Youth Impaired Driving Prevention, FIESTA Project	Youth Representative and FIESTA II Sub-Coordinator
Mariadela La Torre	Guayama City Community Traffic Program	Traffic Safety Educator- Community Program
Héctor Estrada	PRPD/Puerto Rico Traffic Safety Commission	SFST Coordinator
Tomás Colón	Puerto Rico Traffic Safety Commission	LEL

Strategic plan details

Select whether the State will submit updates to a Statewide impaired driving plan that was previously submitted under 23 C.F.R. 1300.23(f)(1). If the State is relying on a previously submitted plan, the State must provide updates to its Statewide impaired driving plan that meet the requirements of 23 C.F.R. 1300.23(e)(1) and updates to its assessment review and spending plan that meet the requirements of 23 C.F.R. 1300.23(f)(1).

Click link to view Highway Safety Guidelines No. 8

<http://icsw.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/ImpairedDriving.htm>

Indicate either new or updated submission

Submit updates

List the page number(s) from your impaired driving strategic plan that is based on the most recent version of Highway Safety Program Guideline No. 8 - Impaired Driving, which at a minimum covers the following:

Prevention:	12-14
Criminal justice system:	14-19
Communication program:	20
Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation:	21
Program evaluation and data:	21-23

Upload a copy of the Statewide impaired driving plan. The strategic plan must contain the following information, in accordance with part 3 of appendix B: (i) Section that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval; (ii) List that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24-7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication; (iii) Strategic plan based on the most recent version of Highway Safety Program Guideline No. 8—Impaired Driving, which, at a minimum, covers the following—(A) Prevention; (B) Criminal justice system; (C) Communication programs; (D) Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation; and (E) Program evaluation and data. The plan must also include the following: (i) Review that addresses in each plan area any related recommendations from the assessment of the State's impaired driving program; (ii) Detailed project list for spending grant funds on impaired driving activities listed in 23 C.F.R. 1300.23(j)(4) must include high-visibility enforcement efforts, at the level of detail required under 23 C.F.R. 1300.11(d); and (iii) Description of how the spending supports the State's impaired driving program and achievement of its performance targets, at the level of detail required under 23 C.F.R. 1300.11(d).

Documents Uploaded

IMP DRIVING PLAN.pdf

Assessment recommendations

Enter a direct copy of the section of the statewide impaired driving plan that contains a review that addresses in each plan area any related recommendations from the assessment of the State's impaired driving program.

Puerto Rico Impaired Driving Assessment Recommendations

June 18-23, 2017

UPDATES ARE COLORED IN BLUE AS OF JUNE 22, 2018

The following is a list of the recommendations that were proposed by the Impaired Driving Assessment team based on their evaluation of our statewide impaired driving program, June 18-23, 2017. The recommendations are listed based on who is assigned the task of implementing the recommendation within the plan.

Program Management and Strategic Planning

- Continue to expand membership of the Strategic Highway Safety Plan emphasis area team to include representation from all the major components of an alcohol impaired driving system. *(Target Completion Date: September 2018)*
- Ensure there is an impaired driving leadership team that has the authority and composition to make major policy and programmatic decisions to address impaired driving issues. *(Target completion date is not applicable. This recommendation is beyond the control of the Impaired Driving Task Force; however, all recommendations will be formally directed to the PRTSC Board of Directors)*
- Adopt *Toward Zero Deaths*® (TZD) as an overall traffic safety goal in cooperation with the National Highway Traffic Safety Administration, Federal Highway Administration, Federal Motor Carrier Administration, American Association of State Highway Transportation Officials, and the International Association of Chiefs of Police. *(Further Information is Required before setting target date)*
- Conduct data analyses at both the Commonwealth and local level, incorporating data sources (e.g., citation, adjudication, population) in addition to crash data, to identify high priority municipalities and locales and to identify significant gaps in the impaired driving system. *(During the next 3 years data sources and compilation will be evaluate in coordination with PRPD, DOJ and Courts Administration to perform a deeper data analysis; Target Completion Date: September 2020)*
- Ensure that emphasis area team members have and know how to use planning and tracking tools, particularly the Implementation Process Model from the Federal Highway Administration. *(Target Completion Date: September 2018)*
- Identify and track benchmarks in addition to impaired driving fatalities, such as municipal impaired driving crashes and injuries plus conviction and recidivism rates, to enhance management of the overall impaired driving system. *(During the next 3 years' data sources and compilation will be evaluate in coordination with PRPD, DOJ and Courts Administration to perform a deeper data analysis; Target Completion Date: September 2020)*

- Enhance data analyses to include rates and ratios to rank high priority projects based on relative need. *((During the next 3 years' data sources and compilation will be evaluate in coordination with PRPD, DOJ and Courts Administration to perform a deeper data analysis; Target Completion Date: September 2020)*
- Increase grant management training to grantees, particularly in the areas of problem identification, proposal writing, and report writing to enhance grantees' capacity to complete grant management tasks with minimal assistance. *(Target Completion Date: September 2018)* Update as of June 22, 2018: On January 30 and 31st, 2018 a two-day training was conducted to sub-grantees about traffic safety program areas and problem identification. In addition, three SAFETY database workshops were conducted on February 2nd, 9th and 16th, 2018 for projects; crash data is indispensable for problem identification and proposal writing.
- Analyze and address, where possible, barriers to completing projects included in the *Highway Safety Plan*. *(Target Completion Date: July 2018)* Update as of June 22, 2018: Analysis is an ongoing task; however, money constraints and government cuts and restructuration are key factors in development of projects.
- Conduct cost-benefit analyses, project comparisons (e.g., citations per hour per grantee), and/or other types of analyses to provide additional information on which to evaluate the impaired driving program. Build in a feedback system to project managers such as law enforcement supervisors to help them track progress of their own activities. *(Target Completion Date: December 2017)* Update as of June 22, 2018: All enforcements projects performance reports are evaluated after each mobilization. In coordination with LEL, feedback is provided to projects. However, a meeting will be hold with all participant enforcement agencies to address progress and other issues as part of the closing of FY 2018 and the beginning of FY 2019.
- Continue to work with the National Highway Traffic Safety Administration to generate legal and workable options to allow agencies and communities in financial need to participate in the highway safety program. *(Target completion date is not applicable this is an ongoing discussion, case to case, with NHTSA R2.)*
- **Develop a long-term plan to effectively use uncommitted federal impaired driving funds. Consider allocating funds in support of the recommendations for projects and activities in this impaired driving assessment.** *(Target Completion Date: September 2019)*

Prevention

- **Increase the legal drinking age from 18 to 21 years of age.** *(Target completion date is not applicable. This recommendation is beyond the control of the ID Program it's a matter of Public Policy.*
- **Provide incentives for licensed alcohol sales establishments to participate in alcohol server training.** *(Further Information is Required before setting target date).* Update as of June 22, 2018: On May 16, 2018 a meeting was held between the Mental Health and Anti Addiction Administration federal funds staff and the PRTSC Impaired Driving Coordinator to discuss the possibility to partner with some Alcohol Prevention Projects to adopt some common countermeasures and develop some projects. Follow up to the meeting on August 2018.
- Enact a ten cent per drink tax and dedicate a portion of new revenues to prevention of and intervention into alcohol abuse and impaired driving. *(Target completion date is not applicable. This recommendation is beyond the control of the ID Program it's a matter of Public Policy).*
- Integrate impaired driving information into employee assistance and other programs for employees. *(Target Completion Date: December 2018)*
- Provide employers with impaired driving media materials for inclusion in company newsletter, posting in facilities and employee work areas and use in employee safety training. *(Target Completion Date: December 2018).*
- Coordinate prevention efforts between Community Traffic Safety Programs and substance abuse prevention organizations such as Drug Free Communities and Partnership for Success programs at the local level. *(Target Completion Date: December 2018)* Update as of June 22, 2018: A meeting with organizations representatives will be hold on August 2018 to establish partnership between them and Community Traffic Safety Programs.
- Ensure that all designated driver programs stress "no use" of alcohol messages for the designated driver. *(Target Completion Date: December 2017)* Update: Completed; PRTSC MEMORANDUM JUNE 22, 2018.
- Ensure that designated driver programs prohibit consumption of alcohol by underage individuals or unintentionally promote over-consumption. *(Target Completion Date: December 2017)* Update: Completed; PRTSC MEMORANDUM JUNE 22, 2018.

Criminal Justice System

- **Remove regulatory impediments that are preventing the use of ignition interlock devices and make them available as a sentencing option for all offenders.** *(Further Information is Required before setting target date).*
- **Enact legislation to increase the look-back period for enhancing charges of Driving Under the Influence repeat offenders.** *(Target completion date is not applicable. This recommendation is beyond the control of the ID Program it's a matter of Public Policy, however, PRTSC will work with the TSRP and the DOJ to address this issue)*
- **Eradicate regulatory impediments that are preventing the gathering of evidence and the prosecution of Driving Under the Influence of drugs.** *(Target Completion Date: September 2020 when SFST Program first phase will be fully operating)*
- **Increase the legal drinking age from 18 to 21 years of age.** *(Target completion date is not applicable. This recommendation is beyond the control of the ID Program it's a matter of Public Policy.*
- **Pass a driver's license loss sanction for a driver that refuses a breath or blood test request when probable cause exists to believe the driver is driving while impaired.** *(Target completion date is not applicable. This recommendation is beyond the control of the ID Program it's a matter of Public Policy, however it will be formally directed to the PRTSC Board of Directors).*

- Pass legislation that creates dram shop liability. *(Target completion date is not applicable. This recommendation is beyond the control of the ID Program it's a matter of Public Policy. Currently, there is Jurisprudence within the PR Supreme Court that establishes that civil responsibility will be examine case by case.*
- **Incorporate all recommendations contained within the Standardized Field Sobriety Testing Program Assessment conducted March 14-17, 2016 (see Appendix).** *(Target Completion Date: September 2020 when SFST Program first phase will be fully operating)* Update as of June 22, 2018: SFST Coordinator was contracted on April and started working on April 11, 2018.
- Establish rules and regulations to enable vehicle forfeiture, installation of ignition interlock devices and collection of processing fees as already authorized in legislation. *(Further Information is Required before setting target date).*
- Ensure the records of the Department of Transportation and Public Works are updated in a timely manner to provide law enforcement officers with up to date information on a driver's license status to include information concerning prior convictions. *(Target completion date is not applicable. This recommendation is beyond the control of the ID Program but it will be worked through Traffic Records Program.*
- Work with the court to limit the number of witnesses required to appear while still protecting the rights of each defendant. *(Target completion date is not applicable. This recommendation is beyond the control of the ID Program, all recommendations will be formally directed to the PRTSC Board of Directors)*
- Provide Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Evaluation and Classification Program (DECP) training to law enforcement officers proficient in the use of the Standardized Field Sobriety Tests (SFST). *(Target Completion Date: September 2020 when SFST Program first phase will be fully operating and other DUI specialized training will be added to the program)* Update as of June 22, 2018: SFST Coordinator was contracted on April and started working on April 11, 2018. He will start training on July 2018.
- Ensure programs, policies and resources are available for testing blood specimens for the presence of drugs that impair a driver's ability to operate a vehicle safely. *Target Completion date is not applicable;* policies are in place and resources will be available when the agency/agencies which will test the blood be identify.
- Ensure training opportunities are available and required for all prosecutors that will assist their knowledge and skills in impaired driving cases. *Target Completion Date: September 2018)* Update as of June 22, 2018: Six DWI special prosecutors were trained in the First DWI Prosecution Academy conducted by the PRDOJ from February 16 to March 13, 2018. On June 8, 2018 approximately 50 prosecutors were trained on Prosecution on DWI Cases. Next training will be conducted on September 21st, 2018 related to impaired driving cases involving motorcyclists and other occupants.
- **Fund a Traffic Safety Resource Prosecutor.** *(Target Completion Date: September 2018)* Update as of June 22, 2018: On February 7th, 2018 the PRDOJ Chief of Prosecutors appointed Ms. Rosaura González as TSRP.
- Provide annual mandatory judicial education to all trial court Judges in the adjudication of Driving Under the Influence (DUI) cases. *(Target completion date is not applicable. This recommendation is beyond the control of the ID Program all recommendations will be formally directed to the PRTSC Board of Directors)*
- Remove impediments, enact laws conducive to, and implement a Driving Under the Influence (DUI) treatment court. *(Target completion date is not applicable. This recommendation is beyond the control of the ID Program it's a matter of Public Policy.*
- Execute a thorough examination of the practice of reductions and eliminate documentation issues that are an impediment to proper prosecution of repeat driving under the influence offenders *(Target completion date is not applicable. This recommendation is beyond the control of the ID Program all recommendations will be formally directed to the PRTSC Board of Directors)*
- Make probation services and expanded treatment available to all Driving Under the Influence (DUI) offenders. *(Target completion date is not applicable. This recommendation is beyond the control of the ID Program, recommendation will be formally directed to the PRTSC Board of Directors).*
- Utilize services provided by the National Highway Traffic Safety Administration (NHTSA) Regional Judicial Outreach Liaison. *(Further information is required to set target date).* Update as of June 22, 2018: A site visit to PR by NHTSA Region 2 and Judge Kennedy will take place on the week of August 20 to 24, 2018; a meeting and presentation with TSRP and DWI special prosecutors.
- Fund and utilize a Commonwealth Judicial Outreach Liaison. *(Target completion date is not applicable. This recommendation is beyond the control of the ID Program all recommendations will be formally directed to the PRTSC Board of Directors).*
- Enact legislation to create administrative driver's license suspension for alcohol and/or drug test refusal. *(Target completion date is not applicable. This recommendation is beyond the control of the ID Program it's a matter of Public Policy, recommendation will be formally directed to the PRTSC Board of Directors).*
- **Implement the ignition interlock law.** *(Further Information is Required before setting target date).* **Update:** On August 8th & 9th, 2018 the PRTSC Executive Director and other staff members participated of an Interlock Program meeting coordinated by NHTSA R2.
- Enact legislation to allow for vehicle sanctions. *(Target completion date is not applicable. This recommendation is beyond the control of the ID Program it's a matter of Public Policy, recommendation will be formally directed to the PRTSC Board of Directors).*
- Develop a recommended Graduated Driver Licensing (GDL) program for novice drivers. *(Target completion date is not applicable. This recommendation is beyond the control of the ID Program it's a matter of Public Policy, recommendation will be formally directed to the PRTSC Board of Directors).*
- Determine the severity of the problem with persons obtaining a driver's license using fraudulent documents, altered licenses and fake identification. *(Further Information is Required before setting target date).*
- Conduct training for alcohol beverage sellers to recognize fraudulent or altered licenses and IDs and what to do with these documents and the individuals attempting to use them. *(Further Information is Required before setting target date; severity of this problem is yet to be determined).*
- Conduct training for driver's license examiners to recognize fraudulent documents and individuals seeking to apply for them and a means by which to ensure that individuals cannot obtain driver licenses using multiple identities. *(Further Information is Required before setting target date; severity of this problem is yet to be determined).*

- Choose one strong impaired driving message and use it consistently and frequently in all impaired driving communications. (*Target Completion Date During New ID Campaign FY 2018*) Update as of June 22, 2018: *Currently, PRTSC is using; Guiar Borracho es un Crimen; Serás Arrestado*)
- Increase the emphasis on strong enforcement of impaired driving with both images and messages during impaired driving mobilizations. (*Target Completion Date During New ID Campaign FY 2018*). Update as of June 22, 2018: Impaired Driving Media campaign were part of Thanksgiving Mobilization, Winter Holidays Mobilization, Easter (Spring Break) Mobilization and Summer 2018 Mobilization.
- Conduct a driver survey periodically to analyze perceptions, opinions, recall of messages and most-used source of messaging; use this information to plan and evaluate communication activities. *Target Completion Date: September 2018; however, an ID Survey is conducted every other year*) Update as of June 22, 2018: FY 2017 ID Survey was conducted from August 22 to September 16, 2017 after July's Summer Impaired Driving Mobilization.
- Expand the communication program by providing impaired driving materials and communications training to state-level and local traffic safety partners. *Currently in place; however new ID campaign will be developed during FY 2018 Target Completion Date: September 2018*) Update as of June 22, 2018: Approximately 65,000 printed educational materials have been distributed among traffic safety partners on the first 6 months of FY 2018. A formal presentation of the new alcohol impaired driving prevention campaign was conducted for Community and FIESTA Projects on December 15, 2017.
- Evaluate the media communications program to determine which media are most cost-effective and the extent to which communication supports changes in knowledge, attitude, and behavior. *Evaluation per campaign season is already conducted Currently in place after each campaign season; however new ID campaign will be developed during FY 2018 Target Completion Date: September 2018*).
- Create and implement a tactical impaired driving communication plan that: *MEDIA PLAN FY 2018 Target Completion Date: December 2018*) Update: Communications Strategic Plan FY 2018 was approved by NHTSA R2 on November 3rd, 2017.
- Provide detail regarding messaging and the match between audience characteristics and select messages, and *MEDIA PLAN FY 2018 Target Completion Date: December 2018*) Update: Communications Strategic Plan FY 2018 was approved by NHTSA R2 on November 3rd, 2017.
- Identifies allocation of the communication budget among creative development, media buys, and other public communication efforts. *MEDIA PLAN FY 2018 Target Completion Date: December 2018*) Update: Project Proposal and detailed budget 18-01-01 Impaired Driving Media Campaign approved October 31st, 2017 and Project Proposal and detailed budget 18-02-02 Youth Impaired Driving Media campaign approved November 3rd, 2017.

Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation

- Establish an impaired driver tracking system into which all providers enter client data. (*Further information is required to set target date*). Implement evidence-based education programs for Driving Under the Influence (DUI) offenders in Puerto Rico. (*Target completion date is not applicable. This recommendation is beyond the control of the ID Program; however, it will be discussed with the Mental Health and Addiction Services Administration and the Department of Transportation and Public Works currently responsible of DUI offenders Education*) Update: On last meeting of the PRTSC Board of Directors, March 21st, 2018, the issue was discussed. The DOT secretary delegated on the PRTSC Executive Director the execution of an outline and identify amendments require on Act 22 to pass all education responsibility to the Mental Health and Anti Addiction Administration.
- Remove impediments, enact laws conducive to, and implement a Driving Under the Influence (DUI) treatment court. (*Target completion date is not applicable. This recommendation is beyond the control of the ID Program it's a matter of Public Policy*).
- Program Evaluation and Data (*Further information is required to set target date*).
- Dedicate resources to evaluate the Police Accident Report (PPR-93). (*Target completion date is not applicable. This recommendation is being worked under the Traffic Records Program*). Update as of June 22, 2018: Evaluation of the form was completed and report has been renamed Police Accident Report, PPR621.4.
- **Continue development of an electronic crash report in Puerto Rico.** (*Target completion date is not applicable. This recommendation is being worked under the Traffic Records Program*)
- Update as of June 22, 2018: Digital report will be completed on June 30, 2018 and training for trainers conducted on July 2018 and extended to all highway patrol agents on August 2018. **Complete the integration of traffic record data sets.** (*Target completion date is not applicable. This recommendation is being worked under the Traffic Records Program*)
- Ensure traffic records users have both the access and ability to analyze reliable data sources for problem identification and program planning as well as routinely evaluate impaired driving programs and activities to determine their effectiveness. (*Target completion date is not applicable. This recommendation is being worked under the Traffic Records Program*) Update as of June 22, 2018: Three SAFETY database workshops were conducted on February 2nd, 9th and 16th, 2018 for projects and people interested in submitting a project proposal. Data provided by SAFETY helps in problem identification.
- Use the *Model Performance Measures for State Traffic Records Systems* as a reference guide to identify performance measures for Puerto Rico. (*Further information is required to set target date*).
- Ensure that traffic record data are accurate, timely, linked, and readily accessible to persons authorized to receive the information, such as law enforcement, courts, licensing officials and treatment providers. (*Target completion date is not applicable. This recommendation is being worked under the Traffic Records Program*) Update as of June 22, 2018: A total of 270 users, including police officers, prosecutors, educators, engineers and other traffic safety partners are active users of the database. Public access portal has register 5,794 visits on the last year.
- Share data sets with public and private sector stakeholders. (*Target completion date is not applicable. This recommendation is being worked under the Traffic Records Program*) Update as of June 22, 2018: A total of 270 users, including police officers, prosecutors, educators, engineers and other traffic safety partners are active users of the database. Public access portal has register 5,794 visits on the last year.
- Include a representative from the court records section when conducting *Puerto Rico Strategic Highway Safety Plan (SHSP)* Emphasis Area Team Meetings. (*Target Completion Date: September 2018*)

- Expand use of the Critical Analysis and Reporting Environment (CARE) to provide new opportunities for data users. (Target completion date is not applicable. This recommendation is being worked under the Traffic Records Program) Update as of June 22, 2018: A data variable of People is currently being added to the database. For the past 5 years the program only had Crashes.
- Improve the format of the crash data file to make it friendly to data integration. (Target completion date is not applicable. This recommendation is being worked under the Traffic Records Program) Update: As of February 2018, SAFETY format has undergone a redesign and users had reported that is easier to use.
- Require timely entry of any administrative or judicially imposed license action to the driver file. (Target completion date is not applicable. This recommendation is beyond the control of the ID Program it's a matter of Public Policy, recommendation will be formally directed to the PRTSC Board of Directors).
- Develop the ability for users to electronically retrieve conviction records from the courts. (Target completion date is not applicable. This recommendation is beyond the control of the ID Program; however, it will be discussed with the DOJ and courts Administration).

Planned activities

Enter a direct copy of the section of the statewide impaired driving plan that includes the planned activities for spending grant funds on impaired driving activities authorized under 23 C.F.R. 1300.23(j)(4). Planned activities described in this section must include high visibility enforcement efforts and must meet the level of detail required under 23 C.F.R. 1300.11(d).

Related Planned Activity Unique Identifier	Project Title	Sub-recipient	Source Fiscal Year	Funding Source	Eligible Us
19-01-01	Impaired Driving Overtime Enforcement	PRPD	2015	MAP 21 405d Impaired Driving Mid	405d Impaired Driv
19-01-XX	Impaired Driving Overtime Enforcement	Municipal Police	2015	MAP 21 405d Impaired Driving Mid	405d Impaired Driv
19-01-XX	Impaired Driving Overtime Enforcement	Municipal Police	2015	MAP 21 405d Impaired Driving Mid	405d Impaired Driv
19-01-06	Impaired Driving Prosecution Enhancement	PRDOJ	2015	164 Transfer Funds-AL	164 Al
19-01-13	Impaired Driving Program Coordinator	PRTSC	2016	164 Transfer Funds-AL	164 Al
19-01-25	Impaired Driving Surveys	PRTSC	2015	154 Transfer Funds-AL	154 Al
19-01-71	SFST Program Coordinator	PRTSC	2016	164 Transfer Funds-AL	164 Al
19-01-72	Alcohol Toxicology Lab	PRDOH	2015	154 Transfer Funds-AL	154 Al
19-01-72	Alcohol Toxicology Lab	PRDOH	2016	154 Transfer Funds-AL	154 Al
19-01-67	Victims Impact Panel Program	ASSMCA	2016	164 Transfer Funds-AL	164 Al
19-02-02	FIESTA II -UPR Rio Piedras Campus	UPR Rio Piedras Campus	2016	154 Transfer Funds-AL	154 Al
19-02-05	FIESTA VI - UPR Mayaguez Campus	UPR Mayaguez Campus	2016	154 Transfer Funds-AL	154 Al
19-02-10	FIESTA VIII - UPR Cayey Campus	UPR Cayey Campus	2016	154 Transfer Funds-AL	154 Al
19-02-14	FIESTA IX - UPR Ponce Campus	UPR Ponce Campus	2016	164 Transfer Funds-AL	164 Al
19-02-15	FIESTA CREATIVO	Hogar CREA Inc.	2016	164 Transfer Funds-AL	164 Al
19-02-16	FIESTA XII - PUCPR Ponce	PUCPR Ponce	2016	164 Transfer Funds-AL	164 Al
19-02-16	FIESTA XII - PUCPR Ponce	PUCPR Ponce	2016	154 Transfer Funds-AL	154 Al
19-02-17	FIESTA - UPR Utuado Campus	UPR Utuado Campus	2016	164 Transfer Funds-AL	164 Al
19-02-21	FIESTA XI - UPR Aguadilla Campus	UPR Aguadilla Campus	2016	164 Transfer Funds-AL	164 Al
19-02-25	FIESTA PISTA XIII - UMET	UMET	2016	164 Transfer Funds-AL	164 Al
19-02-25	FIESTA PISTA XIII - UMET	UMET	2016	154 Transfer Funds-AL	154 Al
19-02-32	POLI FIESTA XVI - PUPR	PUPR	2016	154 Transfer Funds-AL	154 Al

Submit the planned activities for spending grant funds on impaired driving activities authorized under 23 C.F.R. 1300.23(j)(4). Planned activities described in this section must include high visibility enforcement efforts and must meet the level of detail required under 23 C.F.R. 1300.11(d).

*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-02-05	FIESTA VI - UPR Mayaguez Campus	Youth Programs - Peer to Peer Approach

19-03-03	Law Enforcement Liaison Program	Law Enforcement Liaison
19-02-02	FIESTA II - UPR Rio Piedras Campus	Youth Programs - Peer to Peer Approach
19-02-10	FIESTA VIII - UPR Cayey Campus	Youth Programs - Peer to Peer Approach
19-02-14	FIESTA IX - UPR Ponce Campus	Youth Programs - Peer to Peer Approach
19-02-15	FIESTA CREATIVO	Youth Programs - Peer to Peer Approach
19-02-16	FIESTA XII - PUCPR Ponce	Youth Programs - Peer to Peer Approach
19-02-17	FIESTA - UPR Utuado Campus	Youth Programs - Peer to Peer Approach
19-02-21	FIESTA XI - UPR Aguadilla Campus	Youth Programs - Peer to Peer Approach
19-02-25	FIESTA PISTA XIII - UMET	Youth Programs - Peer to Peer Approach
19-02-32	POLI FIESTA XVI - PUPR	Youth Programs - Peer to Peer Approach
19-12-01	Impaired Driving Media Campaign	Communication Campaign
19-01-13	Impaired Driving Program Coordinator	Highway Safety Office Program Management (ID)
19-01-01	Impaired Driving Overtime Enforcement	Short-term, High Visibility Law Enforcement (ID)
19-01-06	Impaired Driving Prosecution Enhancement	DWI Prosecution
19-01-XX	Impaired Driving Overtime Enforcement	Short-term, High Visibility Law Enforcement (ID)
19-01-71	SFST Program Coordinator	SFST Program Coordinator
19-01-72	Alcohol Toxicology Lab	Alcohol Screening for Prosecutorial Evidence
19-01-67	Victims Impact Panel Program	Victims Impact Panel
19-01-73	Drivers Abilities After Alcohol Consumption Simulation Study	Data Driven Puerto Rico Alcohol Impaired Driving Study
19-01-75	Support for Victims of Drunk Drivers	Victims Impact Panel
19-02-29	FIESTA ACAA	Youth Programs - Peer to Peer Approach

Planned activity support

Enter a direct copy of the section of the statewide impaired driving plan that contains a description of how spending supports the State's impaired driving program and achievement of its performance targets.

ACTIVITIES SUPPORT

The allocation of funds to projects and activities within this plan and the HSP are the actions that PRTSC supports in order to achieve impaired driving crashes, injuries and fatalities. Impaired driving is a traffic safety issue and, as many other issues, doesn't have an easy solution. It requires an interdisciplinary collaboration of people working toward the same goal: reduce this criminal behavior. The challenge is to mix all the different approaches to the same problem: education and prevention, enforcement, prosecution, penalties, treatment, etc., and make a solid front line.

As mentioned before in this plan, Puerto Rico keeps undergoing a major financial challenge that affects directly the capacity of government agencies and municipalities to face all important issues. Federal funds have contributed and keep contributing to the states impaired driving program by financing DWI prevention media educational campaigns and material, DWI enforcement, trainings, technology, prosecution resources, youth impaired driving prevention. Without these funds projects couldn't be develop and ID program brought to the next level.

11 405(f) Motorcyclist Safety Grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria. Select application criteria from the list below to display the associated requirements.

Motorcycle rider training course	No
Motorcyclist awareness program	Yes
Reduction of fatalities and crashes	Yes
Impaired driving program	No
Reduction of impaired fatalities and accidents	No
Use of fees collected from motorcyclists	No

Motorcyclist awareness program

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency: Department of Transportation and Public Works

State authority name/title: Carlos Contreras, DOT Secretary

CERTIFICATION: The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

Select one or more performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-7) Number of motorcyclist fatalities (FARS)	Annual	2019	36.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Annual	2019	19.0

Enter the counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle. Such data shall be from the most recent calendar year for which final State crash data are available, but data no older than three calendar years prior to the application due date.

County or Political Subdivision # of MCC involving another motor vehicle

Police Division Area - San Juan	68
Police Division Area - Bayamón	43
Police Division Area - Carolina	19
Police Division Area - Ponce	9
Police Division Area - Aibonito	11
Police Division Area -Guayama	8
Police Division Area - Utuado	3
Police Division Area - Humacao	3
Police Division Area - Fajardo	8
Police Division Area - Caguas	31
Police Division Area - Aguadilla	13
Police Division Area - Mayaguez	22
Police Division Area - Arecibo	21

Enter total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.

Total # of MCC crashes involving another motor vehicle: 259

Submit countermeasure strategies that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest. The State shall select countermeasure strategies to address the State's motorcycle safety problem areas in order to meet the performance targets identified above.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Communication Campaign

Submit planned activities that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest. The State shall select planned activities to address the State's motorcycle safety problem areas in order to meet the performance targets identified above.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-12-12	Motorcycle Awareness Media Campaign	Communication Campaign

Reduction of fatalities and crashes involving motorcycles

Submit State data showing the total number of motor vehicle crashes involving motorcycles in the State for the most recent calendar year for which final State crash data are available, but data no older than three calendar years prior to the application due date.

Year reported	2016
Total # of motorcycle crashes	259

Enter the total number of motorcycle registrations per Federal Highway Administration (FHWA) in the State for the year reported.

Number of motorcycle registrations per FHWA	115685
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Submit State data showing the total number of motor vehicle crashes involving motorcycles in the State for the calendar year immediately prior to that calendar year of the most recent data submitted.

Immediately prior year	2015
Total number of motorcycle crashes previous year	308

Enter the total number of motorcycle registrations per FHWA in the State for the year reported above.

Number of motorcycle registrations per FHWA previous year:	115685
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Based on State crash data expressed as a function of 10,000 motorcycle registrations (using FHWA motorcycle registration data), experience at least a whole number reduction in the rate of crashes involving motorcycles. Positive number shows reduction.

Crash rate change	4.24
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Enter the motorcyclist fatalities for the most recent calendar year for which final Fatality Analysis and Reporting System (FARS) data are available.

FARS year reported	2016
Total number of motorcycle fatalities	45

Enter the motorcyclist fatalities for the calendar year immediately prior to that calendar year of the most recent data submitted.

Immediately prior FARS year	2015
Total number of motorcycle fatalities previous year	48

Experience a reduction of at least one in the number of motorcyclist fatalities for the most recent calendar year for which final FARS data are available as compared to the final FARS data for the calendar year immediately prior to that year.

Fatality change	3
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Enter a description of the State's methods for collecting and analyzing data.

Compilation Process of Crash Data

Category: Motorcyclists Data

- The Traffic Accident Report – is completed by the Traffic Officer who is making the crash report.

- A copy of the report is sent to the Accident Analysis Office of the Department of Transportation and Public Works which has the knowledge and responsibility, as described in Law 22, Art. 4.09 (Analysis and Tabulation of Accidents Reports), to keep statistics of all traffic crashes.
- This office is in charge of completing the following:
 - Debug reports
 - Coding
 - Zoning
 - Date entry
- Once this process is completed, the data is entered to the CARE/SAFETY data base:
 - This tool offers access to Puerto Rico's traffic crash data in a way that users can do a variety of data analyses, with the goal of identifying roads with higher incidences, comparison of municipalities, observe tendencies, as well as to create work plans with the purpose of preventing and reducing fatalities, injuries and property damages.

Compilation Process of Fatalities Data

Category: Motorcyclists Data

- The Traffic Accident Report – is completed by the Traffic Officer who is making the crash report.
- A copy of the report is delivered to the PRTSC's Fatality Analysis Reporting System (FARS) analyst who is in charge of completing the following:
 - Debug reports
 - Coding
 - Zoning
 - Data entry
- Once this process is completed, data is entered to the FARS database.

12 405(h) Nonmotorized

Nonmotorized information

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).

13 Certifications, Assurances, and Highway Safety Plan PDFs

Documents Uploaded

Certifications and Assurances FY2019 .pdf