



PUERTO RICO

HIGHWAY SAFETY PLAN

FY 2014

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INTRODUCTION

Puerto Rico is the smallest and the easternmost island of the Greater Antilles in the Caribbean, consisting of the main island of Puerto Rico and several smaller islands including Vieques and Culebra. The mainland measures 100 miles long and 35 miles wide (170km by 60km).

There are about 3.7 million citizens distributed over 78 municipalities, this is 1,000 people per square mile, a ratio higher than within any of the 50 states in the United States; it also ranks among the world's highest. The great majority of the population lives in the metropolitan area of San Juan. Caguas, Ponce and Mayagüez are also highly populated municipalities. In addition, of the total population, approximately 85% are 64 years old and younger showing that Puerto Rico's population is relatively young with tendencies to live an active social life.

Puerto Rico's climate is tropical with an average year round temperature of 82°F. Average annual precipitation is 70 inches with less than 40 inches on the southern coastal plain to greater than 130 inches in the mountains and the north east coast. This precipitation has proven to be a problem to the driving public since roads get flooded very easily. Hurricane season runs from June to November and also has contributed to serious damages in state and municipal roads.

There are 16,694 roadway miles in Puerto Rico and in 2011 there were 3,619,499 licensed drivers and 3,084,543 registered vehicles.

Print and media outlets include 18 television broadcast stations, 67 AM and 59 FM radio broadcast stations, 5 daily newspapers and 15 Regional newspapers (weeklies). Cable and satellite TV is available to most of population and internet access is well spread through the Island.

Over 200,000 traffic crashes occur every year in Puerto Rico resulting in over 35,000 injuries and approximately 366 fatalities. Population size, age factor, topography, climate and the vast number of vehicles compared to the Island population and reckless behaviors such as speeding and impaired driving translate to road safety issues. Therefore, a well strategically data driven plan which involves education, traffic engineering, law enforcement and emergency medical services are crucial in order to successfully address these serious problems.

RELATIONSHIP AND COORDINATION WITH SHSP

MAP-21 has brought many changes and one important aspect is that at the present Puerto Rico is required to develop a Strategic Highway Safety Plan for 2014. The Puerto Rico Highway and Transportation Authority has been working very closely with the PRTSC in order to establish common goals and strategies to address successfully coordinated traffic safety issues. In the 2014 Interim Strategic Highway Safety Plan the established emphasis areas are: Traffic Crash Records and Information Systems, Roadway Departure, Pedestrian and Cyclists and Driver Behavior. The PRTSC staff and PRHTA will be meeting as part of the steering committee to discuss modifications and changes to the 2014 Interim SHSP as result of traffic data update analysis performed during HSP process. Nevertheless, common goals and objectives for Puerto Rico's Highway Safety Plan and Puerto Rico's Strategic Highway Safety Plan are to design, develop and implement proven and new strategies to address traffic safety problems and strengthen the four basic elements in traffic safety: enforcement, education, engineering and emergency services. Both strategic plans will complement one another, in strategies and allocated resources.

In preparation for this coordination, PRTSC personnel participated in training on SHSP development and coordination between agencies offered by FHWA, PRTSC staff also took a webinar, Developing a SHSP, given by FHWA on the subject during February 26 & 27, 2013. As a result the PRTSC met with PRHTA staff (that is responsible for SHSP development) in February, April and May 2013 to share data, findings, performance measures, goals and countermeasures to be included in HSP to achieve these goals.

EXECUTIVE SUMMARY

In 1987 there were 648 traffic fatalities in Puerto Rico. During the past two and a half decades, the PRTSC and its member agencies, especially the Puerto Rico Police Department have implemented programs that have reduced these fatalities dramatically. An all-time low of 340 was achieved in 2010 and an average of 367.4 fatalities was reported from 2008 to 2012, the lowest for any four year period since traffic crash data has been collected in Puerto Rico.

Many factors have helped achieve these results. Puerto Rico was the first jurisdiction to pass a mandatory Safety Belt Law in 1974. It is a primary law that covers all seating positions and, 2012 surveys showed a 90.2% usage rate and 94.7% use of child restraint. Major legislation such as reducing BAC from .15% to .10% and then to .08% and a new traffic law and executive order that increased penalties for traffic violations and promoted sobriety checkpoints was passed during the mid-90s and with an aggressive PI&E campaign and high visibility enforcement these reductions were achieved. The PRTSC has traditionally set goals to break barriers: 600, 550, 500 fatalities, 450, then 400 and so on. Through the years, PRTSC has supported these enforcement efforts with funding for vehicles, equipment, training and overtime. Participation in the national crackdowns has aid in lowering the percentage of alcohol related fatalities to 45% although it continues to be higher than the national average, in absolute numbers, the reduction is dramatic if compared with 292 in 1987 to 161 in 2012. To continue our commitment in reducing impaired driving PRTSC will convene an Impaired Driving Task Force and will develop a Statewide Impaired Driving Plan in compliance with Section 405-b. Pedestrian fatalities have risen to 30% of total fatalities from 2008-2012 with age group 63+ years overrepresented. Since 2005 proactive initiatives have begun to reduce motorcyclist's fatalities, Law 107 have impacted positively mostly on licensing requirements, helmet usage, proper gear and impaired riding this have helped in achieving a 39% reduction in motorcyclists fatalities in the five year from 2008-2012.

Now we have a new law, Law 201 that became effective January first 2013, that prohibits cell phone use and are proposing a new law to increase penalties for driving without a license that we believe will help in obtaining more reductions.

Through the years Traffic Safety progress has requested tenacious work and commitment by SHSO, DOT and other related public and private agencies. Challenges always have been present. As in most parts of the World, Puerto Rico is suffering a severe economic crisis which may affect the PRTSC plans to achieve the established goals. Just 8 years ago, Puerto Rico Police traffic patrols numbered almost 400. Today there are approximately 145 and this have affected enforcement effort that in 2006 reported over 20,000 DWI arrests but only 10,000 in 2012. To make matters worse, several Municipalities are considering eliminating their municipal police.



Figure 1: Total Fatalities By Classification.

A summary of the programs to be funded to address the problems identified follows:

Impaired Driving

In Puerto Rico alcohol-related traffic fatalities is the number one cause of fatalities and continues to be among the highest rate in the nation. When analyzing alcohol-related fatality data for calendar years 2008-2011 it is noted that total alcohol-related fatalities were 161 in 2011 and 198 in 2008, indicating an 18% decrease for the four year period. Still, alcohol related fatalities for 2011 represent 45% of total traffic fatalities. Enforcement efforts will continue to be coordinated with Traffic Police Regions and the Impact Unit within the PRPD and municipal police. At least five impaired driving crackdowns will be conducted during 2014. Training and equipment will assist police in achieving an increase in DWI interventions and arrests.

DWI Prosecution Unit will be strengthened to better identify recidivists. Mass media and educational activities to address impaired driving are included as proven strategies in order to reduce fatalities.

PRTSC Goal: Although 5 year moving average analysis establishes a decreasing trend on alcohol-related fatalities of 133 by 2014, experience has shown us that alcohol-related fatalities is the primary contributor in fatality crashes therefore all efforts will be directed to reduce a 5% of alcohol-related fatalities from 161 in 2011 to 153 in 2014.

Youth Alcohol

Youth alcohol-related fatalities for the four years period, 2008-2011, reflect an average of 81% of fatalities were male and 19% female fatalities. Analysis by age group shows that 52% of youth alcohol-related fatalities were in the 16-21 years old and age group 22-25 represented a 48%. Peer educational FIESTA projects will continue to complement enforcement efforts and mass media campaigns. Youth alcohol prevention outreach activities during high alcohol consumption periods such as “Fiestas de la Calle San Sebastián”, “Justas Atléticas Interuniversitarias (LAI)” and summer have proven to be effective efforts in reducing youth alcohol-related fatalities. In 2014 PRTSC will continue using social media to extent traffic safety messages. These media networks have proven to be an effective tool to engage with our target. Campaigns ads, press releases, strategic messages, news updates and upcoming activities information will continue to be posted on Twitter, Facebook and Flickr platforms. Educational videos and media interviews will be updated on our You-tube channel.

PRTSC Goal: Even though 5 year moving average analysis establishes a decreasing trend in youth alcohol related fatalities of 35 by 2014, all resources will be directed to reduce 20% of youth alcohol-related fatalities from 35 in 2011 to 28 in 2014.

Police Traffic Services

Speeding and aggressive driving is the second contributor in taffic fatal crashes in Puerto Rico. According to FARS, in 2012 there were 130 fatalities with speed as a factor; constituting a factor in 40% of total fatalities. Strengthening police enforcement of traffic laws is necessary to reduce traffic fatalities. Continuous support strong enforcement of the Vehicle and Traffic Law aimed at dangerous driving behaviors, especially those relating to speeding, distracted driving, running red lights and aggressive driving.Enforcement strategies such as “wolf packs” or law enforcement teams with marked and unmarked patrols and nontraditional vehicles to target high-crash areas and high incidence zones of traffic law offenders, which will be acquire in coordination with Federal Highway Administration, saturation patrols, overtime patrols and checkpoints will be executed. Municipal and Commonwealth Police will be trained, equipped, overtime funded. PI&E campaign will complement these efforts.

PRTSC Goal: To reduce a 5% of speed related fatalities from 134 in 2013 to 127 in 2014.

Occupant Protection

In analyzing the crash data for calendar years 2008 through 2012, a total of 628 fatalities occurred where people were unrestrained. At 90.2%, Puerto Rico has one of the highest safety belt usage rates in the nation however, as in other traffic safety priority areas, unrestrained fatalities occurred mostly at night time, predominantly from 6:00pm to midnight.

Also, child restraint usage at 94.7% ranks among the highest. Participation CIOT Mobilization and sustained enforcement of the mandatory usage law will continue by the PRPD and municipal police. Strengthening permanent child restraint fitting stations established by law in PRFD firehouses, educational activities and PI&E will help to maintain usage rates.

PRTSC Goal: Although 5 year moving average indicates a decreasing trend in unrestrained related fatalities of 118 in 2014, efforts will be directed to reduce 5% of unrestrained related fatalities from 99 in 2012 to 94 in 2014

Community Programs

CTSP or Community Traffic Safety Programs have been an integral part of highway safety programs in Puerto Rico since 1989. Community programs, through regional strategies will continue traffic safety educational efforts.

Traffic Records

Data driven programs are more effective in achieving results and more efficient in the use of limited resources. Accurate and timely data is essential for analysis and decision making. Since past years, PRTSC and its TRCC have been developing strategies to reduce the time between actual crash and crash data availability in the Crash Analysis System but still a 3 year backlog exists. Also, PRTSC don't have access to the Crash Records Database and integration of the drunk drivers criminal record from the PRDJ with the DAVID + Database System (DOT) is in preliminary stages. PRTSC and agency members of the TRCC expect to steadily improve available and share data between their agencies in order to be more efficient.

Non-Occupant

Pedestrian and other non-occupants have been a major traffic safety problem since the creation of the PRTSC in 1972. Of the 1,837 traffic fatalities that occurred during the period of 2008 to 2012, 620 or 34% were non occupants; of these, 550 were pedestrians representing 30% of all traffic fatalities. Efforts will be made to increase awareness of non-occupants, young and old, and drivers of the importance of sharing the road and followed safe traffic rules. Strategies will be implemented to address age group 63+ pedestrians who are the riskiest fatality group.

PRTSC Goal: To reduce a 6% of pedestrians fatalities from 101 in 2012 to 95 in 2014.

PRTSC Goal: To reduce cyclist fatalities using 5 year moving average from 12.4 in 2012 to 12 in 2014.

Traffic Engineering

Elimination of hazards on the roadway that may cause or aggravate traffic crashes is one of the engineering strategies that can help improve traffic safety. To Increase the liquidation of Funds of Hazard Elimination Program specially regarding on-going projects is one of the goals PRTSC has for 2014. In addition, to identify new sites using fatality and crash data analysis, to develop projects to eliminate hazards such as guardrails, attenuator drums, pavement markings, rumble strips, signage and others. Other area that has proven to be effective when coordinating hazard elimination projects is to promote and sponsor professional highway safety education in order to increase highway safety knowledge among decision making government and private sector.

Paid Media

PRTSC will generate paid and earned media for traffic safety initiatives such as: Speeding, Non-occupant, Impaired Driving, Distracted Driving, Occupant Protection and Motorcycle Safety, designed to create and maintain awareness on traffic safety programs and initiatives to continue our mission to reduce traffic fatalities.

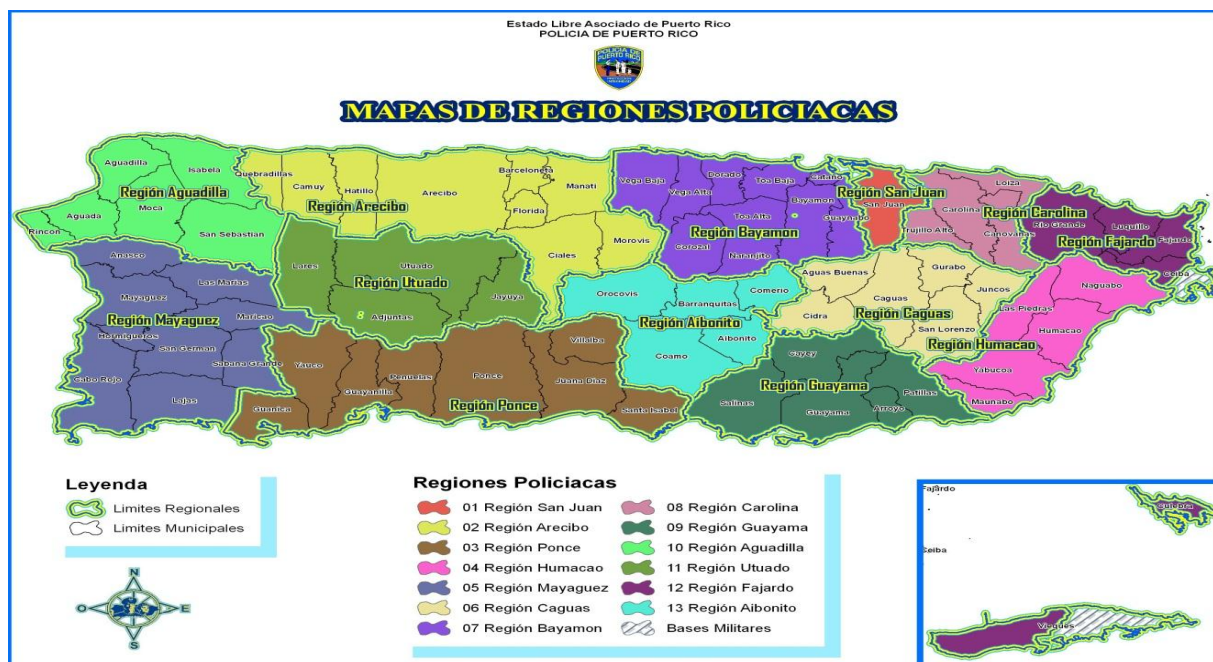
Motorcycle Safety

An analysis of motorcyclist fatalities for the years 2008-2012 indicates that the 268 motorcyclist fatalities account for 15% of total fatalities for the period. Identified factors contributing to motorcycle crashes are speeding, impaired riding, and lack of helmet use, specific the DOT approved helmet. Enforcement efforts addressing proper gear, helmet use and impaired driving will be conducted. Also, prevention and education activities including mass media campaigns will be strategies used to reduce motorcyclist fatalities.

PRTSC Goal: Although 5 year moving average analysis establishes a decrease trend on motorcyclist fatalities of 39 by 2014, experience has shown us that M/C fatalities fluctuate from year to year; efforts will be directed to reduce a 7% from 45 fatalities in 2012 to 42 in 2014.

PROCESS DESCRIPTION

In preparation for the 2014 HSP the Planning Director of Puerto Rico Traffic Safety Commission reviewed the sources available with PRTSC Program Coordinators, FARS Analyst and Executive Director in order to conduct the problem identification process and to address the performance measures required by MAP 21. Registered vehicle and licensed drivers data were obtained from DISCO (DMV). Roadway miles were obtained from the PRDOT as was data on VMT. Total crashes data were provided by the PRPD and PRDOT and injuries were provided by ACAA. In order to do the data analysis required and answer the basic questions of who, what, when, where and why concerning traffic crashes we relied heavily on the FARS data. For injury data, we depended on the data bank of the Automobile Accident Compensation Administration and Puerto Rico Police Department. PRDOT crash file has a backlog of 4 years and was not useful for the purposes of data analysis. However, riskiest crash regions were identified and will be taken into consideration to develop traffic police strategies and traffic engineering assesments.



PERCENTAGE OF CRASHES REPORTED BY PRPD REGIONS YEARS 2008-2012

Region	Percentage of Crashes
Bayamón	22%
San Juan	15%
Caguas	10%
Ponce	9%
Carolina	9%
Arecibo	8%
Mayagüez	7%
Aguadilla	7%
Guayama	3%
Humacao	3%
Aibonito	3%
Fajardo	2%
Utuado	2%

Surveys provided the data on occupant restraint usage and the Puerto Rico Police provided the data on arrests and citations, thus providing the information needed for establishing the behavior and activity measures.

Using the FARS data, we tried to determine “who” was involved with the two data elements available: gender and age. Of course, this was applied to alcohol-related fatalities, unrestrained occupants, motorcycles, unhelmet motorcyclist, motorcyclist with .02% or more, speed related fatalities and drivers under 20, expanding the “who” and covering the “what” that the fatal crash data provided.

The data available in FARS to determine “when” these fatal crashes are occurring is: time of day, month and day of week. We applied these variables to the “who” and “what” described above. In order to identify “where” these crashes are happening, we sought the help of the GIS software specialist who plotted on maps fatal crashes which allowed a more visual presentation of the data. These maps will also be used by the PRDOT in preparation of the SHSP and by the PR Police for enforcement purposes.

Speeding, BAC, helmet, occupant restraint use and other factors were considered in analyzing “why” these fatal crashes and fatalities were occurring and the data elements available were applied to them.

In the following problem ID section, the results of these analyses are presented and serve as the basis for establishing performance goals, performance measures and for project selection.

Due to time constraints with a new administration and the requirements of MAP 21 for HSP submission we were limited in the analysis of data. The TRCC has developed strategies to improve the data and remote data entry, legislation to only include tow away crashes in the file, contracting data entry personal among others are being considered. With additional data from surveys, ACAA and the compulsory insurance agency, the problem identification process for future HSP should be improved.

SELECTING COUNTERMEASURES AND PROJECTS

Countermeasures and projects selection are the strategies to be applied in order to respond to the traffic safety problems revealed as a result of data analysis process. As expressed before, HSP 2014 analysis was mainly based in FARS data due to backlog of four years in crashes and injuries data.

PRTSC, as a member of the Executive Committee and stakeholder of the 2014 Puerto Rico's Interim Strategic Highway Safety Plan, has incorporated some strategies to its Program Areas in accordance to the Emphasis Areas of the SHSP in order to maximize resources and to develop a coordinated effort towards improving traffic safety in our Island and to comply with MAP-21. In addition, Countermeasures that Work 2013 was a resourceful tool is strategies development, positive past experiences with projects, laws and regulations regarding alcohol-related and impaired driving as a multidisciplinary intervention problem, GHSA guides & recommendations.

Based on the problem identification, our primary focus in reviewing projects and countermeasures was the following:

- Projects that provide sustained and seasonal enforcement for DWI, speed & aggressive drivers, seat belt usage and distracted driving.
- Projects to develop P.I. & E. campaigns that support the sustained enforcement, promote public support for enforcement, and increase public awareness to traffic safety issues
- Projects that increase compliance of child restraint seats and decrease misuse of child restraint devices.
- Projects focused on young drivers as to how alcohol impairs driving ability and the consequences of driving while impaired.
- Projects that address the concept of community traffic safety programs.
- Projects which conduct training for state and local law enforcement personnel, prosecutors, and judges.
- Projects that promote and educate children as pedestrians and the rules and regulations associated with the use of bicycles on roadways.
- Projects that promote and educate older adults by promoting safety pedestrian behavior.
- Projects that promote distracted driving policies and traffic safety among employers and employees
- Projects focused on promoting motorcycle safety, including licensing, proper gear, impaired driving, training and share the road.
- Projects that support elimination of hazards on roadways that may cause or aggravate traffic crashes
- Projects that will improve traffic data collection by promoting a reduction in time, availability, accuracy and integration of databases among agency members of the TRCC.

PROBLEM IDENTIFICATION

In analyzing the crash data for calendar years 2008 through 2012, it is noted that the total crashes were 232,012 in 2012 and 237,798 in 2008, indicating a 2.4% decrease for the five year period. On the other hand if you analyze the crashes involving injuries, it is noted that they present a notable decrease. In 2008 total injuries were 39,100 and in 2012 these were 35,219, which indicate a reduction of 23.7% during the five-year period. If we analyze the injuries for each year we will see a reduction in every year, for example for 2011-2012 there was a 4% reduction.

TRAFFIC CRASH TRENDS					
Indicator	2008	2009	2010	2011	2012
Registered Vehicle	3,129,561	3,026,815	3,020,455	3,084,543	4,500,941
Licensed Drivers ⁽¹⁾	2,017,055	2,628,207	3,102,941	3,619,499	2,991,904
Roadway Miles ⁽²⁾	16,576	16,680	16,693	16,694	Not Available
VMT ⁽³⁾	194.3	190.1	185.7	183.9	Not Available
Total Crashes ⁽⁴⁾	237,798	210,721	202,335	190,170	232,012 ^(4*)
Total Injuries ⁽⁵⁾	39,100	38,748	37,396	35,592	35,219
Fatal Crashes	386	343	330	343	354*
Total Fatalities	406	365	340	361	366
Fatality Index	2.08	1.92	1.83	1.96	Not Available

⁽¹⁾Data provide by Driver Services Directory. ⁽²⁾Data provided by the Highway System Office. ⁽³⁾Data provided by the Highway System Office. ⁽⁴⁾Data provided by the Accident Information System of the Analysis of Accidents Office (AISAAD). ^(4*)Data provided by Police Department. ⁽⁵⁾Data provided by Automobile Accident Compesation Administration (ACAA).

Figure 2: Traffic Crash Trends Years 2008-2012

When analyzing the trends in fatal crashes for the same period of time, the statistics denote a 8.2 percent decrease in fatal crashes, from 386 in 2008 to 354 in 2012.

It is noted that in year 2008 fatalities were 406, the highest for the time period and in 2010 fatalities were 340, the lowest for the time period and the lowest same fatal crash data has been collected in Puerto Rico.

Two and a half decades ago (1987) Puerto Rico reported the highest number of traffic fatalities: 648. The tread since then has been continued reduction in fatalities in spite of increases in populations, vehicles, roadways and drivers. Fatalities have been flat around 350 for the past 5 years and effective Problem ID is needed to achieve further reductions.

FOR FURTHER PROBLEM IDENTIFICATION INFORMATION PLEASE REFER TO PROBLEM ID HANDBOOK

EVIDENCE BASED TRAFFIC ENFORCEMENT PROGRAM

Using the FARS data, which is the only data available to determine areas of high risk since the crash file is several years backlogged and we were unable to obtain location data from the injury file of the ACAA, maps were prepared plotting high risk locations which are included in the Problem ID document submitted with the HSP.

The enforcement strategies described in the HSP comprise the enforcement plan and are backed by data on several variables. High risk areas are identified on the maps and these, with the HSP and Problem ID document, have been provided to police for the deployment of resources. These high risk areas will also be considered in planning the mobilizations.

With the hiring of two LELS we have the resources to conduct continuous follow up through on going site visits and other communications to compile data and evaluate progress and make adjustments where necessary.

The PRTSC is working arduously to bring the crash file up to date in time for the 2015 HSP. Volunteers have been identified from PRTSC personnel and PRDOT personnel to enter the backlogged data while we work for a more effective data entry strategy that will avoid backlogs in the future.

DEVELOPING PROGRAMS GOALS

The performance goals identified in this HSP were determined as a result of the problem identification process. Performance goals were established for the various program priority areas, the specific threshold and target dates were set based on 5 year moving average trends, past experience and data analysis. HSP goals are accompanied by appropriate performance measures and a description of the data sources used.

This performance goals should facilitate activities / programs which will contribute towards reducing the death, physical and property damage as a result of traffic crashes.

The PRTSC recognizes that achievement of quantified goals is dependent not only on the works of PRTSC, but also on the collaborative and ongoing efforts of a multitude of governmental and private entities involved in improving highway safety. The planning process for this year's HSP was coordinated the Interim Strategic Highway Safety Plan (SHSP) developed by the PRHTA and in collaboration with FHWA.

Puerto Rico NHTSA Core Performance Measures FFY 2014 Highway Safety Plan							
	2007	2008	2009	2010	2011	2012*	2014 Goal
Traffic Fatalities <i>5-year moving average</i>	452 522	406 403	365 398	340 393	361 389	366 384	350
Number Major Injuries <i>5-year moving average</i>	41,341 42,938	38,448 41,662	36,965 40,299	35,530 38,937	35,592 37,575	35,219 36,213	33,488
Fatalities Per VMT	192.2	194.3	190.1	185.7	183.9	Not Available	
Unrestrained Fatalities <i>5-year moving average</i>	145 150	149 148	151 143	109 138	120 133	99 128	94
Teen Driver (15-20) Fatalities <i>5-year moving average (16-20)</i>	39 25	25 39	13 37	22 34	26 31	18 24	16
Alcohol-Impaired Driving Fatalities (BAC=.08+) <i>5-year moving average (Alcohol Related)</i>	142 190	123 169	109 148	98 128	101 107	Not Available	86
Speeding-Related Fatalities <i>5-year moving average (Fatalities in Speeding Crashes)</i>	228 228	163 214	156 197	135 180	138 162	130 145	127
Motorcycle Fatalities <i>5-year moving average</i>	94 84	76 87	53 110	45 71	49 63	45 55	42
Unhelmet Motorcycle Fatalities <i>5-year moving average</i>	65 55	49 57	36 53	37 48	34 43	31 39	30
Pedestrian Fatalities <i>5-year moving average</i>	144 147	128 140	109 133	101 125	111 118	101 110	95
Seat Belt Usage	94.7%	88.3%	88.3%	88.3%	88.3%	90.2%	90.2%
Areas tracked but no goals set							
Speeding Citations	234,366	233,852	203,589	173,015	164,387	147,639	
Seat Belt Citations	236,008	257,861	215,172	199,699	181,777	223,853	
DUI Arrests	16,686	14,568	12,363	9,099	8,179	8,070	
*Preliminary Data for 2012.							
Source: Fatality Analysis Reporting System (FARS). Automobile Accident Compensation Administration (ACAA).							

ALCOHOL-IMPAIRED DRIVING

Program Overview

Since the beginning of the Puerto Rico Traffic Safety Commission in 1972 efforts have been made to educate citizens about alcohol impaired driving. Enforcement efforts in coordination with Puerto Rico Police Department to intervene and arrest drunk drivers were executed. Through the years PRTSC has been leading Law changes in order to lower the percentage of BAC in drivers: first .15%, then .10% and currently .08% for people 21 years an older, .02% for people 18-20 years old and zero tolerance for teenagers 17 and younger. Much has been done but still Puerto Rico ranks among the highest in alcohol related traffic fatalities among the nation.

When analyzing alcohol-related fatality data for calendar years 2008-2011 it is noted that total alcohol-related fatalities were 161 in 2011 and 198 in 2008, indicating an 18% decrease for the four year period. Still, alcohol related fatalities for 2011 represent 45% of total traffic fatalities.

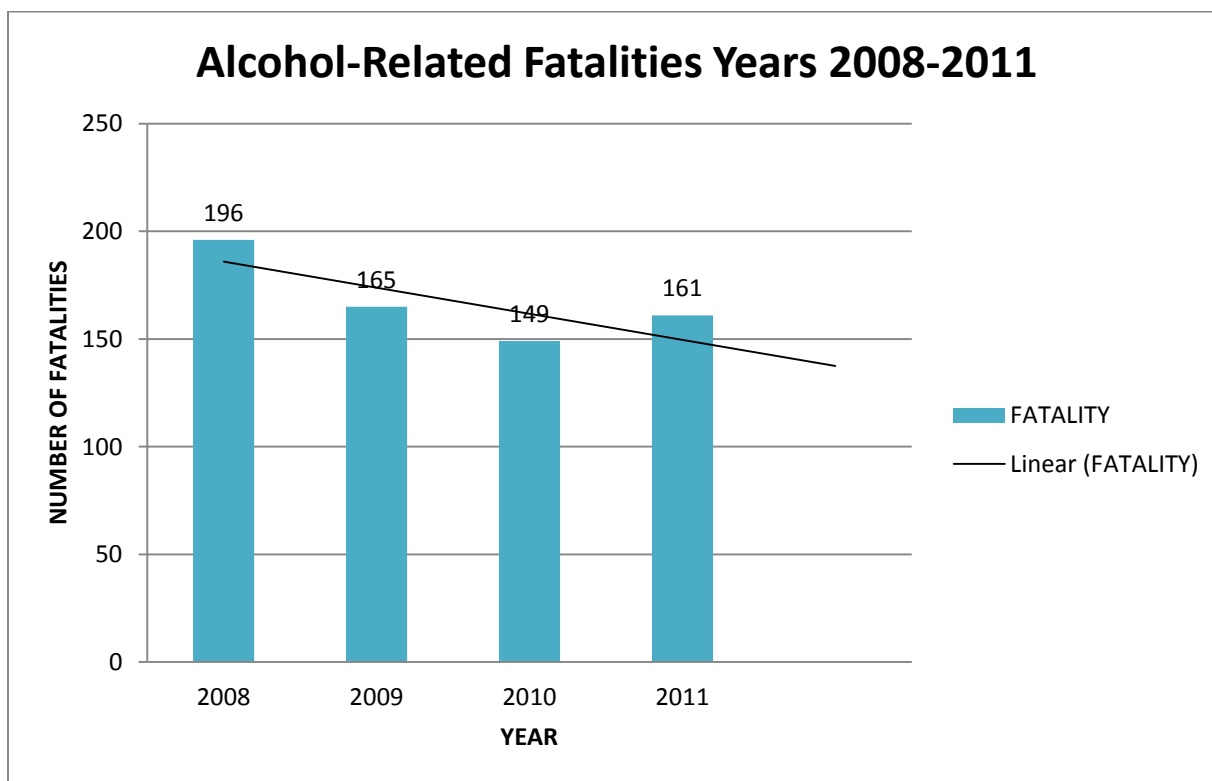


Figure 3: Alcohol-Related Fatalities.

As shown in the next table, in 2011 the number of alcohol-related crashes increased 1% when compare with 2010 with a 45% average for the four year period.

Year	Total Fatality Crashes	Estimated Alcohol-Related Fatality Crashes	Percentage
2008	386	183	47%
2009	343	151	46%
2010	330	143	43%
2011	344	153	44%
TOTAL	2,076	673	45%

Gender data analysis for alcohol-related fatalities for the four years period reflects an average of 86% of male fatalities and 14% female fatalities. Analysis regarding alcohol-related fatalities by age group shows that 48% of fatalities are in the 25-49 years old groups followed by age group 18- 24 with 18%. Based on this data we conclude that males ages 25-49 are most at risk on alcohol-related crashes.

Day of week alcohol-related fatality analysis shows that Sunday reported the highest fatalities, followed by Saturday and Friday, this demonstrate that alcohol and weekends are a lethal combination. Also, 45% of alcohol-related fatalities occur during 6:00PM-11:59PM followed by 33% during 12:00MN-5:59AM; nighttime is the most dangerous period for alcohol-related fatalities. When we analyze alcohol-related fatalities by month, although we have similar numbers of fatality in every month, May is notably higher with 13%, followed by August and January. Further analysis will be performed for determinating factors that could have contribute this pattern.

For the four year period, 2008-2011, impaired drivers killed (.08+ BAC) were 101 in 2011 and 123 in 2008, indicating an 18% decrease for the four year period . In order to reduce alcohol-related fatalities, strategies promoted by NHTSA such as enforcement and education will continue to be our main focus. One of the most significant deterrent to drunk driving is fear to be caught by police. Enforcement goals will be accomplished through a comprehensive DWI enforcement program which will include DWI overtime enforcement grants during high alcohol consumption periods including NHTSA impaired driving holiday mobilization; patrol vehicles and related equipment purchases. PRTSC must provide PRPD, Municipal Police, Health Department, Justice Department and Courts Administration with the best equipment in order to address successfully the DWI problem.

Paid advertising and earned media will be part of the comprehensive education effort. Also, public outreach will take place during massive activities. This campaigns and educational efforts will assist in the effectiveness of the enforcement efforts, increase prevention as well as deterrence effect. Pre and post surveys regarding impaired driving will take place during summertime to evaluate awareness and exposure to our educational messages.

Training for police officers will be offered to ensure that field officers detecting and intervening with suspect DWI offenders are properly trained in the detection and apprehension of drunk drivers and follow correct procedures that will hold up in court. In addition, trainings for other law enforcement personnel, medical technicians,

prosecutors and judges. Training will cover changes in Law 22 and looking beyond the traffic ticket.

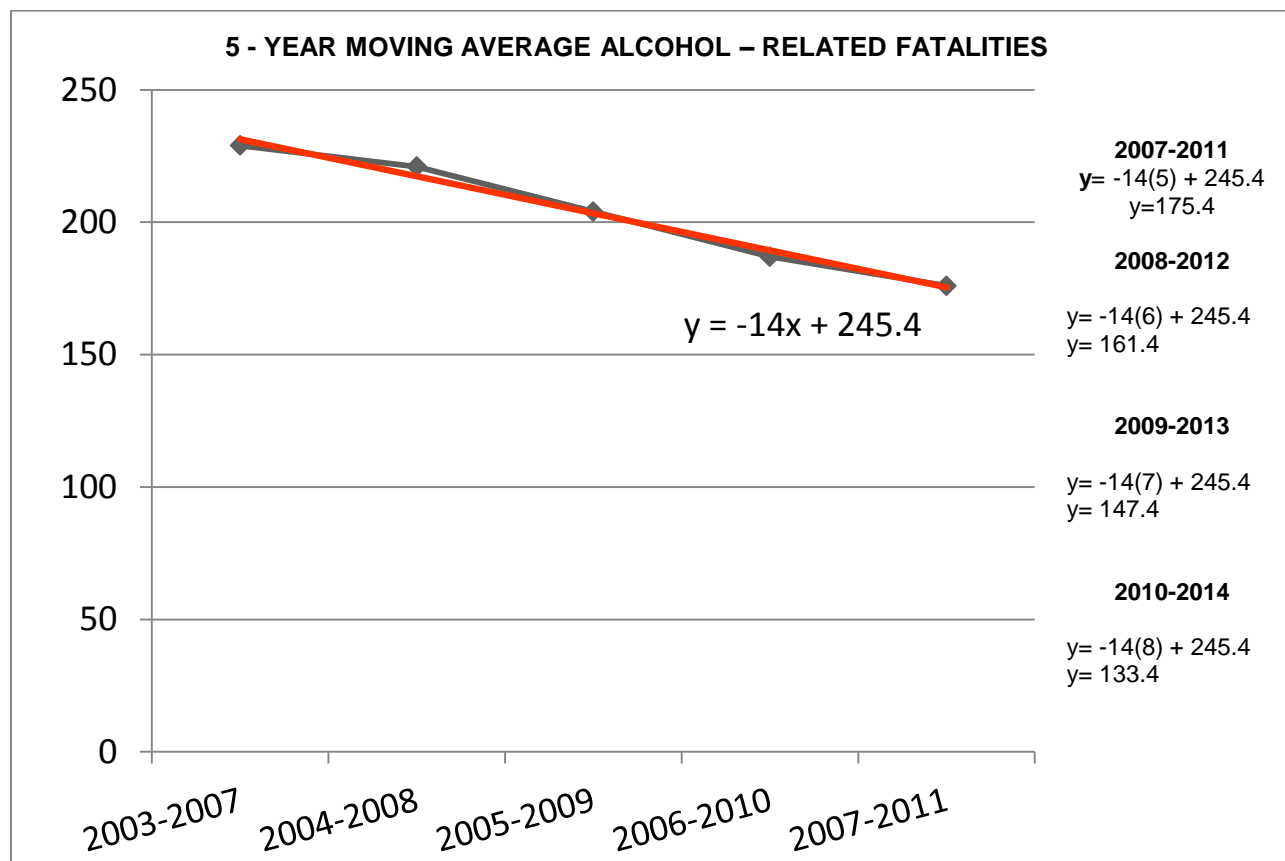


Figure 4: Alcohol-Related 5 Yrs Moving Average

Performance Goals

- Although 5 year moving average analysis establishes a decreasing trend on alcohol-related fatalities of 133 by 2014, experience has shown us that alcohol-related fatalities is the primary contributor in fatality crashes therefore all efforts will be directed to reduce a 5% of alcohol-related fatalities from 161 in 2011 to 153 in 2014.
- To increase the number of police agencies participating in HVE’s from approximately 23 (including PRPD) in 2012 to 35 in 2014.
- To conduct five (5) alcohol mobilizations during 2014.
- To coordinate at least four(4) alcohol trainings for PRPD and Municipal Police in 2014.
- To conduct at least one (1) training for judges and one (1) for prosecutors during 2014.

Performance Measures

- Number and percentage of alcohol-related fatalities.
- Number of DWI interventions and arrests.

- Numbers of trainings to PRPD and Municipal Police and number of officers trained.
- Number of judges and prosecutors trained.

Projects Strategies

**AL-01-01
DWI Patrol Units
154AL
\$500,000.00**

Specialized DWI Patrol Units will be reactivated within all PRPD Traffic Regions. Funds will be allocated to reimbursed salaries and fringe benefits for these specialized units. Also, patrol vehicles and equipment such as alcosensors and Intoxilyzers 5000EN to be placed in the Department's different units for the DWI detection will be acquire (All equipment will have State's and NHTSA's approval before acquisition). Coordination for the acquisition of patrol vehicles and law enforcement efforts are part of the Puerto Rico SHSP 2014, Driver Behavior Emphasis Area: Strategies 1, 3 and 4 (copy of the PRISHSP is attached).

This strategy is based on Countermeasures that Work 2013, Chapter I. Impaired Driving, Section 2.2 Saturation Patrol Programs with the primary purpose to deter drunk driving by increasing perceived risk of arrest with integration of intensive publicity. Communication and enforcement efforts will be in coordination. Also, NHTSA Uniform Guidelines, Guideline # 8, Chapter II-Section C. Enforcement applies.

**AL-01-XX
DWI Overtime
410/405D
\$900,000.00**

DATE	DESCRIPTION
Thanksgiving Crackdown 11/22/2013 to 12/2/2013	Thanksgiving Holiday Week and extends through the festivities associated with Thanksgiving Weekend.
Christmas Crackdown 12/20/2013 to 01/07/2014	Covers the Christmas Season, which in Puerto Rico extends up to early January (Three Kings Day). This season is characterized by an increase in alcohol consumption, therefore impaired driving increases.
Easter Crackdown 04/11/2014 to 04/21/2014	Easter Festivities/Spring Break- Schools, Colleges, agencies and many businesses closed during the week and a highly consumption of alcohol is observed.
Summer Crackdown 07/03/2014 to 07/29/2014	July has 4 national holidays and this month is related with vacations. During hot summer days a majority of population hit the beach and vacation centers. Tendency is to increase alcohol consumption while on vacation.
Labor Day National Crackdown 08/15/2014 to 09/02/2014	During the month of August no holiday is observed. Schools and Colleges begin and many population on vacation return to work. Hurricane season is at its peak and people tend to buy alcohol as a way to cope with this stress and to socialize with friends and neighbors during this hard time. Also, the weekend, of September 1st, 2014 is considered the last summer holiday and celebration an alcohol are always present.

Overtime to participate in Alcohol National Crackdowns and mobilizations will be funded for PRPD 13 islandwide police regions with a budget of \$550,000.00. Municipal Police were selected using alcohol-related fatalities and past experience working alcohol crackdowns. Municipalities colored in green will work during Thanksgiving, Holiday Easter, Summer and Labor Day Mobilizations due to fatality rate. Municipalities in grey will worked during Holiday and Summer mobilizations both seasons are the longest and very high alcohol consumption periods. As the PRTSC and the Impaired Driving Program aim to enhance and integrate more municipal police corps we are including another table breaking down other municipal police that could be interested and willing to participate in HVE during high alcohol consumption periods. Overtime hours will be funded through a formal proposal for PRPD and minigrants to Municipal Police. This strategy is based on NHTSA’s Uniform Guidelines, Guideline # 8, Chapter II-Section C. Enforcement.

Municipal Police	Budget	Municipal Police	Budget
Aguadilla	\$ 23,000	Las Piedras	\$ 6,000
Aguas Buenas	\$ 6,000	Manatí	\$ 6,000
Arecibo	\$ 6,000	Naranjito	\$ 6,000
Barceloneta	\$ 6,000	Ponce	\$ 35,000
Bayamón	\$ 35,000	Salinas	\$ 6,000
Cabo Rojo	\$ 6,000	San Germán	\$ 6,000
Caguas	\$ 6,000	San Juan	\$ 45,000
Camuy	\$ 6,000	Santa Isabel	\$ 6,000
Carolina	\$ 35,000	Toa Alta	\$ 6,000
Guaynabo	\$ 35,000	Toa Baja	\$ 6,000
Guánica	\$ 6,000	Trujillo Alto	\$ 6,000
Guayama	\$ 6,000	Utuado	\$ 6,000
Hatillo	\$ 6,000	Yauco	\$ 6,000
Juana Díaz	\$ 6,000	Population Served	2,184,308
Lajas	\$ 6,000		
TOTAL			\$340,000.00

Municipal Police*			
*Remaining \$10,000 will be distributed among municipality police based on availability and identified traffic issues. Also, leftover municipality funds will be redistributed.			
Adjuntas	Cidra	Jayuya	Peñuelas
Aguada	Coamo	Juncos	Rincón
Aibonito	Dorado	Lares	Rio Grande
Añasco	Fajardo	Las Marías	San Lorenzo
Barranquitas	Florida	Maunabo	San Sebastián
Canóvanas	Guayanilla	Moca	Vega Alta
Cataño	Gurabo	Morovis	Vega Baja
Cayey	Hormigueros	Naguabo	Villalba
Ceiba	Humacao	Orocovis	Yabucoa
Ciales	Isabela	Patillas	Population Served 535,899

AL-01-02
Breath Testing Unit
154AL
\$50,000.00

Preliminary breath test equipment such as Alco-Sensors, its replacement parts and supplies will be funded through mini grants to PRPD and Municipal Polices. As included in Countermeasures that Work 2013, Chapter 1 Impaired Driving, Section 2.3 Preliminary Breath Test Devices. These devices have been proven very effective in helping police officers establish evidence to DWI arrest. Also, this strategy is based on NHTSA’s Uniform Guidelines, Guideline # 8, Chapter II-Section C. Enforcement.

AL-01-04
Chemical Analysis Unit
164AL
\$75,000.00

The breath test program in Puerto Rico requires that the Health Department chemists and technicians verify the calibration of the breath test equipment used by the Puerto Rico Police. These chemists and technicians are also required to testify in court in DWI cases. An average of 860 court visits to testify in DWI trials are conducted annually. These support activities are necessary and essential to achieve convictions in court.

From years 2010-2012 an average of 220 intoxilyzers used by Police during alcohol interventions/arrests were certified and an average of 833 checks were conducted as established by Law 22 and Department of Health’s Ruling 123. Also, an average of 796 blood samples were analyzed as part of drunk driving arrests in the last three years and 71 trainings were offered to judges regarding alcohol chemical analysis, equipment function and interpretation of test results to enhance judges knowledge about this process in order to sustain test results as a reliable evidence in impaired driving trials. This project will provide funding for medical specialists personnel such as chemists and technicians to sustain state’s toxicology laboratory. It will also fund contractual services, office and educational supplies, training, and local travel for the professionals.

AL-01-05
Judicial Training Program
164AL
\$15,000.00

Education is one of the fundamental parts in Traffic Safety and is can be directed to all kind of people: general public, community, law enforcement staff, etc. It has been PRTSC experience that professionals in the impaired driving field have to be

continuously trained in order to maintain good standards procedures and judges are not an exception. Judges are in need of continuous education on all equipment, technical specifications, breath and blood test technology and the continuous changes in Law 22. The Judicial Training Program is design to raise and maintain awareness and sensibility among judges of the importance of impaired driving cases. A recent study conducted by the Administration of Courts reflected the necessecity of municipal and state judges of training regarding traffic crashes involving drunk drivers and or drunk drivers arrests and a review of the Rules of Criminal Procedure and Law 22 and the resolution of other disputes regarding court evidence in alcohol cases. This project will cover costs associated with at least two Judicial Trainings related to DWI offenders, law, procedures and applicable technology. This strategy is based on NHTSA’s Uniform Guidelines, Guideline #8, Chapter II, Section E. Adjudication. These activities also will be backed up by Puerto Rico SHSP 2014, Driver Behavior Emphasis Area: Strategy 7.

AL-01-XX
Traffic Safety Resource Prosecutor
154AL
\$100,000.00

A Traffic Safety Resource Prosecutor will be contracted to provide training, education and technical support to traffic crimes prosecutors and law enforcement agencies throughout Puerto Rico in all 13 judicial regions and 64 courtrooms. In average for the past four year 15,300 DWI cases were assigned and woked by PRDOJ prosecutors. However, only 29% of these cases were heard in court although in 94% of cases heard a conviction was obtained. Also, a long awaited alcohol repeat offender collaboration will be coordinated between Department of Justice and DTPW and its Information Technology Office. Project will contribute to enhance prosecution services in all judicial regions within the Department of Justice integrating law enforcement agencies, toxicology lab, governor’s highway safety office and victim advocate proects. Funds will support contractual services, training and training material costs. This strategy is based on NHTSA’s Uniform Guidelines, Guideline #8, Chapter II, Section D. Prosecution and NHTSA’s Traffic Safety Resource Prosecutor’s Manual . These activities also will be backed up by Puerto Rico SHSP 2014, Driver Behavior Emphasis Area: Strategy 7.

AL-01-12
Impaired Driving Mass Media Campaign
164AL
\$223,000.00

This educational program develops and produces massive events in which people are oriented and educated on the consequences of alcohol-related and drunk driving. PRTSC is always seeking creative and innovative ways to improve media campaigns that will carry awareness messages about impaired driving. The campaigns will target

as primary population the 26-34 age range. It will also target as secondary audience all population. In accordance with the National Mobilization and Crackdowns, the PRTSC will launch its campaigns using the tag line “Sobre el límite, bajo arresto” (“Drunk Driving, Over the Limit, Under Arrest”).

Education is also performed through media resource; therefore this project will fund the costs for production and adaptation of Radio, TV, Press, and Alternative Media Ads. It will also cover educational literature costs as well as funding for booth exhibit exposure. Costs for office supplies, rent, maintenance and purchase of equipment, state and local travel, and training are also funded through this program. This strategy is based on Countermeasures that Work 2013, Chapter I. Impaired Driving, Section 5.2 Mass Media Campaigns and NHTSA’s Uniform Guidelines, Guideline #8, Chapter I. PI &E.

AL-01-13
Impaired Driver Coordinator - PRTSC
154AL
\$65,000.00

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

AL-01-22
Paid Media Evaluation - Consultant
164AL
\$50,000.00

The contractual services of a specialized firm will be fund to conduct awareness, attitude and behavioral studies using phone and roadside surveys, focus groups and other tools to help develop and measure the effectiveness of the impaired driving media campaigns on the target audience and others as recommended by GHSA. This strategy is based on NHTSA’s Uniform Guidelines, Guideline #8, Chapter I; Section E. Evaluation.

AL-01-23

Luis A. Señeriz Foundation  **MADD** Puerto Rico
Activism | Victim Services | Education

154AL

\$120,000.00

The PRTSC has worked with MADD Puerto Rico (represented by Luis A. Señeriz Foundation) for many years. This highly recognized and respectful non-profit organization, well-known for its advocacy toward victims rights, promoter of changes regarding drunk driving issues, educator of communities about alcohol consumption and its correlation with traffic fatalities and pioneer developing evidence based educational curricula such as “Protecting You, Protecting Me” program in schools will continue to be PRTSC partner and satakeholder. Staff services expenses, educational materials and educational activities will continue to be supported as part of adults, teenagers, children, judges and prosecutors alcohol and drunk driving education and life consequences, victims advocacy and victims impact panel tasks among other. This strategy is based on NHTSA’s Uniform Guidelines, Guideline #8, Chapter I; Section A. PI & E for Prevention and Section B. School Programs.

AL-01- XX

Impaired Riding Enforcement

164AL

\$100,000

In Puerto Rico the BAC limit for motorcyclists is .02 percent. In the five year period, 2008-2012, 268 motorcyclista fatalities occurred, 88 motorcyclists fatalities of the total were .02 percent or more. This indicated that in 33% alcohol-related fatalities the motorcycle driver was imapeired. A focus group study examined motorcyclist’s attitudes, beliefs, and behaviors regarding drinking and riding. It concluded that many motorcyclists have strong feelings of freedom, independence, and individual responsibility and believe that a drinking motorcyclist endanger only themselves. Stuster (1993) identified and validated four cues useful in identifying alcohol-impaired motorcycle riders. Before the HVE targeting impaired motorcyclists, workshops will be conducted by PRTSC staff addressing this cues for police officers.

Even though all HVE targeting drunk drivers include impaired riding, to develop an alcohol mobilization targeting alcohol impaired motorcyclists will provide a good platform to raise awareness toward this issue. PRPD and Municipal Police will be working this Campaign through mini grants.

This strategy is based on countermeasures that work 2013 Chapter 5. Motorcycles, 2.1 Alcohol-Impaired Motorcyclists: Detention, Enforcement, and Sanctions. In accordance with this HVE, PRTSC will implement a communications and outreach campaigns directed at drinking and riding. This strategy is based on countermeasures that woks

2013 Chapter 5. Motorcycles, 2.2 Alcohol-Impaired Motorcyclists: Communications and Outreach.

This project will be worked together between Impaired Driver Coordinator and Motorcycle Coordinator.

*YOUTH ALCOHOL
Program Overview*

In Puerto Rico, the legal alcohol drinking age is 18. Law 22 establishes an alcohol Zero Tolerance Law for teenagers under 18 years old and a .02% BAC for people between the ages of 18 to 20. Since Alcohol-Related number for 2012 are preliminary, for purpose of this document we will be analyzing data from 2008-2011. When analyzing alcohol-related fatality data for age group 16-25 it is noted that total AR fatalities were 35 in 2011 and 45 in 2008, indicating a 22% decrease for the four year period.

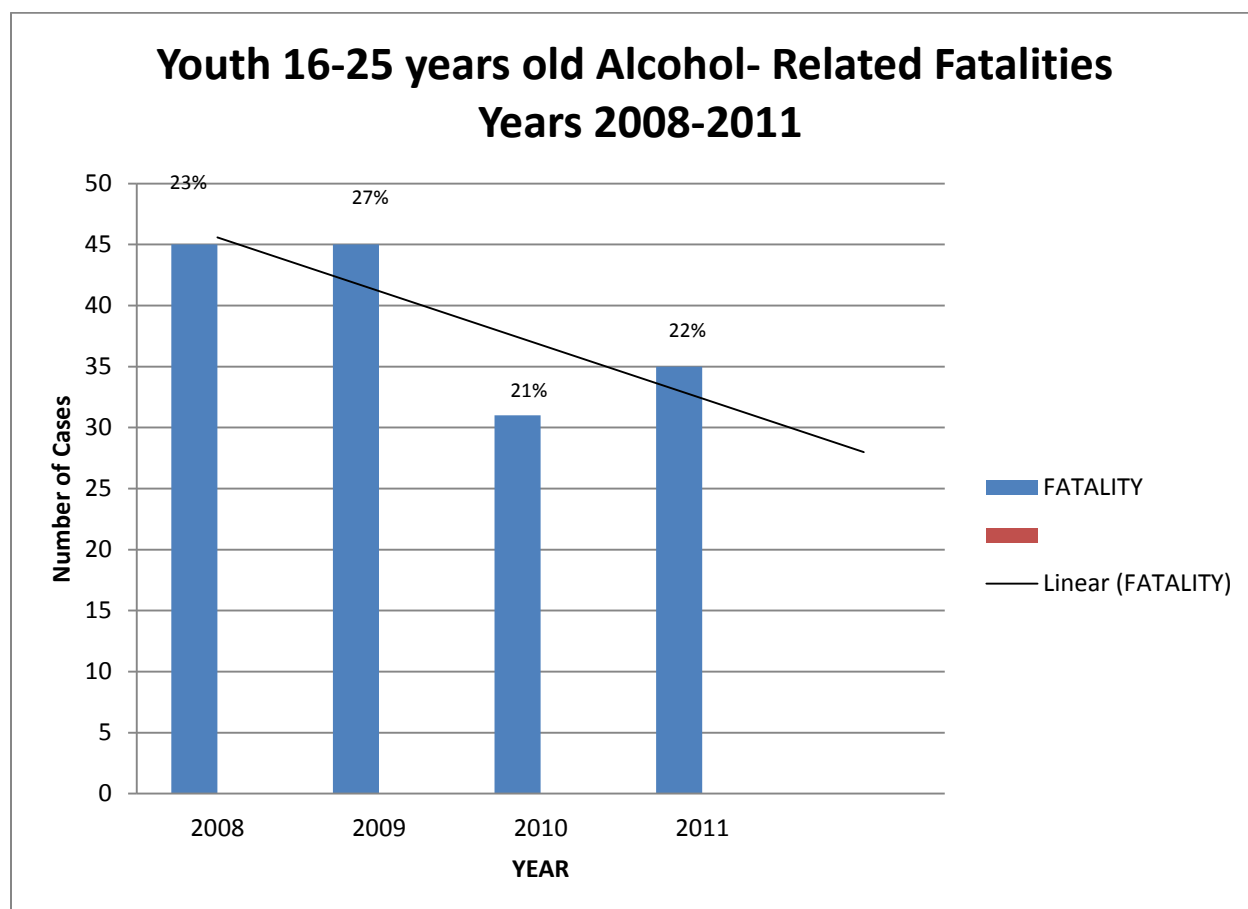


Figure 5: Total Youth Alcohol Related Fatalities.

Gender data analysis for youth alcohol-related fatalities for the four years period reflects an average of 81% of male fatalities and 19% female fatalities. Analysis by age group

shows that 52% of youth alcohol-related fatalities are in the 16-21 years old group and age group 22- 25 have a 48%. As in total alcohol-related fatalities, males are overrepresented. Day of week youth alcohol-related fatalities analysis shows that Sunday reported the highest number with 40%, followed by Saturday with 24% and Friday with 13% a very similar pattern when compare with total alcohol-related fatalities by day of the week. Nighttime is a predominant factor for youth alcohol-related fatalities: 45% of these fatalities occurred during 12:00MN-5:59AM followed by 41% during 6:00PM-11:59PM, as well as in total alcohol-related fatalities. Youth alcohol-related fatalities by month shows May is the highest with 17% (a similar pattern is observed in total alcohol-related fatalities), followed by January, March and September with 12% each.

It is of great concern the facts regarding alcohol consumption among teenagers from middle school and high school (13-18 years old) as reported in the most recent Consulta Juvenil VIII Survey from 2010-2011 & 2011-2012 periods. Consulta Juvenil is a Survey conducted by the Puerto Rico Caribbean Central University in collaboration with the School of Public Health of the University of Puerto Rico and commissioned by the Mental Health & Anti-Addiction Services Administration. A sample of 10,235 students from middle to high school were surveyed to identify consumption patterns of tobacco, alcohol and other drugs. Results were projected to the universe of middle and high school students of 275,263.

- A 48.6% (132,319) of respondents reported drinking alcohol at least one time.
- A 59.1% indicated drinking alcohol occasionally during the last year and 42.3% consumed alcohol the month before the survey.
- Prevalence of alcohol consumption among male respondents was 45.6% and 42.7% in females. Among high school students prevalence was higher, in males was 60.4%.
- A 61.2% of respondents that accepted drinking alcohol during the previous month informed binged drinking (5 drinks or more in a short period of time). This represents 54,677 teenagers.
- Only 28.6% of high school respondents informed starting to drink alcohol recently.
- A 33.4% of surveyed informed buying alcohol in mini markets and gas stations and 30.6% informed buying it in pubs, bars and clubs.
- Among risks factors enumerated by respondents; 43.7% reported that accessibility to alcohol is easy, family history of alcohol consumption or alcoholism with a 24.3% and peer pressure.
- Only 52.4% of surveyed students informed that alcohol consumption among teenagers is hazardous to health.

In Puerto Rico teenagers of 16 years can have a drivers license. The dangerous behavior enumerated above and studies of underage drinking and driving still points out that youth is one of the riskiest groups to become injured or a fatality related to alcohol impaired driving.

In order to reduce involvement of 16 through 25 year old drivers in alcohol related crashes and, as support to the Impaired Driving module of this HSP which includes enforcement efforts, strategies focusing on education, peer based programs and behavior modification will be applied.

FIESTA programs will continue to expand peer-to-peer education programs to increase penetration on colleges, schools and communities. To support all impaired driving educational and enforcement efforts it is important to involve community non-profit organizations such as MADD and CRUSADA, state agencies as Mental Health and Anti-Addiction Services Administration (MHAASA) coordinated efforts will be established to increase public awareness of the youth impaired driving problem.

For 2014, PRTSC will continue using social media to extent alcohol related and impaired driving prevention messages among teenagers and young adults. PRTSC will keep its presence in social media networks such as Twitter, Facebook and Flickr platforms. Campaigns ads, press releases, strategic messages, news updates and upcoming activities information will be posted on. Educational campaigns videos and media interviews will be posted on our You-tube channel.

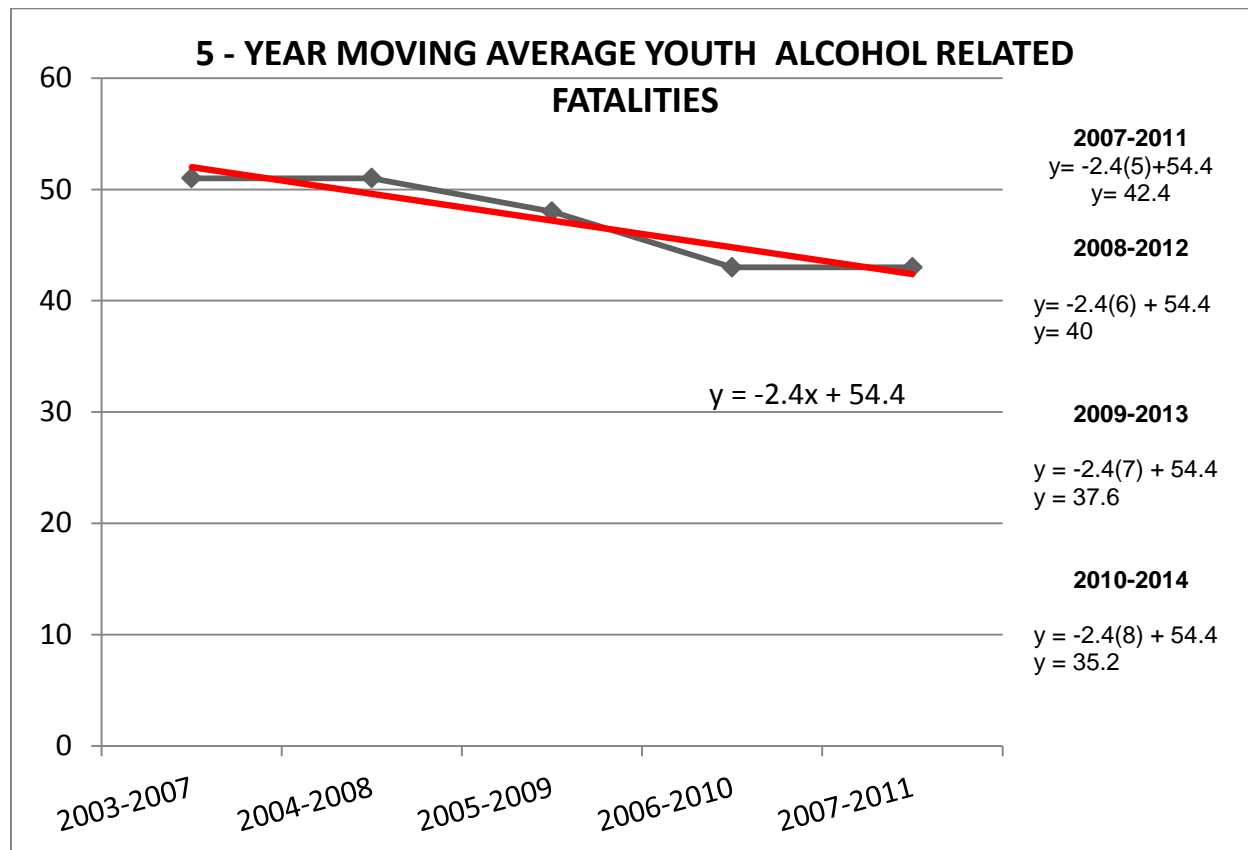


Figure 6: Youth Alcohol Related 5 Yrs Moving Average

Performance Goals

- Even though 5 year moving average analysis establishes a decreasing trend in youth alcohol related fatalities of 35 by 2014, all resources will be directed to reduce 20% of youth alcohol-related fatalities from 35 in 2011 to 28 in 2014.

Performance Measures

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

Projects Strategies

FIESTA Programs (Based on Countermeasures that Work 2013, Chapter I Impaired Driving, Section 6.5 Youth Programs-Peer to Peer Approach) and on NHTSA’s Uniform Guidelines, Guideline #8. Impaired Driving.

PRTSK has 10 FIESTA Programs reaching college campus, teenagers, statewide youngsters among others using peer to peer approach. FIESTA Programs seek to motivate youth not to drink and drive or ride with a designated driver that has not been drinking by developing awareness campaigns, distribution of educational materials,

conducting workshops, artistic presentations, googles activities, media campaigns and research related to impair driving.

YA-02-02, YA-02-05, YA-02-10, YA-02-14, YA-02-17, YA-02-21

University of Puerto Rico

154AL

\$353,000.00

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

YA-02-03

FIESTA III – San Juan City Police Athletic League

164AL

\$30,000

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

YA-02-15

FIESTA CREATIVOS Hogar Crea, Inc.

164AL

\$51,800.00

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

YA-02-16

FIESTA CATOLICA PONCE – Catholic University of Ponce

154AL

\$57,600.00

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

YA-02-20
FIESTA X- Office of the Governor for Youth Affairs
164AL
\$140,000.00

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

YA-02-25
FIESTA UMET - Metropolitan University of Puerto Rico
154AL
\$35,600.00

Metropolitan University of Puerto Rico, is a private, non-profit institution, which has developed its own FIESTA program named “Programa Instrucciona sobre Seguridad en el Tránsito” (PISTA - Instructional Traffic Safety Program). It conducts workshops and research projects related to impaired driving, among college students, peers and community schools and colleges. Stipends for student instructors, salaries, office and educational materials, training, purchase and maintenance of equipment, local and stateside travel are included.

YA-02-XX
Consulta Juvenil IX Survey- Central University of the Carribean
164AL
\$35,000.00

This is one of the most reliable sources in teenagers alcohol and drugs use in Puerto Rico. Meetings have been held to integrate questions in future surveys about driving patterns, driving under the influence of alcohol or impaired. Island wide survey of alcohol use and other behaviors’ associated to traffic death and injuries among Puerto Rican youth and families. Since this survey adresses other risky behaviors such as tobacco and drugs consumption, PRTSC will prorated survey costs and fund associated

costs to risky behaviors of alcohol consumption and driving among students in public and private schools of Puerto Rico. Sample will include at least one school per municipality. Results and data will allow improvement of evidence based youth alcohol strategies and media alternatives as an educational tool. Funds will cover prorated personnel costs, materials, etc. Strategy is based on NHTSA’s Uniform Guidelines, Guideline #8. Impaired Driving, Chapter IV. Program Management, Section A. Program Planning.

YA-02-18
Youth Mass Media Campaign
164AL
\$114,000.00

PRTSC will create and participate in massive events that young adults and youth in general frequents. Material directed to youth will be developed and adapted for media such as TV, radio spots and printed ads. Costs for rent and maintenance of equipment, contractual services state and local travel are included. This project will also collaborate along with the Impaired Driving Project in conjoined activities that target adults and youth. This strategy is based on Countermeasures that Work 2013, Chapter I. Impaired Driving, Section 5.2 Mass Media Campaigns and NHTSA’s Uniform Guidelines, Guideline #8, Chapter I. PI &E.

POLICE TRAFFIC SERVICES

Program Overview

Since the beginning of the Puerto Rico Traffic Safety Commission, conjoined efforts to reduce traffic crashes and fatalities have been develop with the Puerto Rico Police Department, Municipal Police and other agencies responsible in the enforcement of traffic laws and the education of citizens.

Police Traffic Services emphasized on speed, impaired driving and occupant protection.

PRPD LAW ENFORCEMENT EFFORTS					
FY	SPEEDING CITATIONS	DWI INTERVENTIONS	DWI ARRESTS	SEAT BELT CITATIONS	OTHER MOVING VIOLATIONS
2008	222,222	17,619	14,568	238,301	338,808
2009	187,980	13,135	12,363	192,559	446,247
2010	160,772	11,521	9,099	181,995	328,861
2011	154,029	9,745	8,179	172,962	458,246
2012	135,863	9,642	8,070	209,834	525,408

MUNICIPAL POLICE EFFORTS					
FY	SPEEDING CITATIONS	DWI INTERVENTIONS	SEAT BELT CITATIONS	CHILD RESTRAINT VIOLATIONS	OTHER MOVING VIOLATIONS
2008	11,630	1,910	19,560	594	27,388
2009	15,609	3,356	22,613	796	24,496
2010	12,243	1,705	17,704	556	20,256
2011	10,358	6,242	8,815	285	27,692
2012	11,776	3,931	14,019	376	37,968

Speeding and aggressive driving is the second contributor in traffic fatal crashes in Puerto Rico. According to FARS, in 2012 there were 130 fatalities with speed as a factor; constituting a factor in 40% of all traffic fatalities but a reduction of 6% is seen when compare with 2011. Data analysis for 2012 in Speeding as a fatality factor by gender, established that 78% of total fatalities with speeding factor were male. A slight increase is shown in the female category with 22 in 2011 and 28 in 2012 equivalent to 12% of total fatalities where speed and aggressive driving were factors.

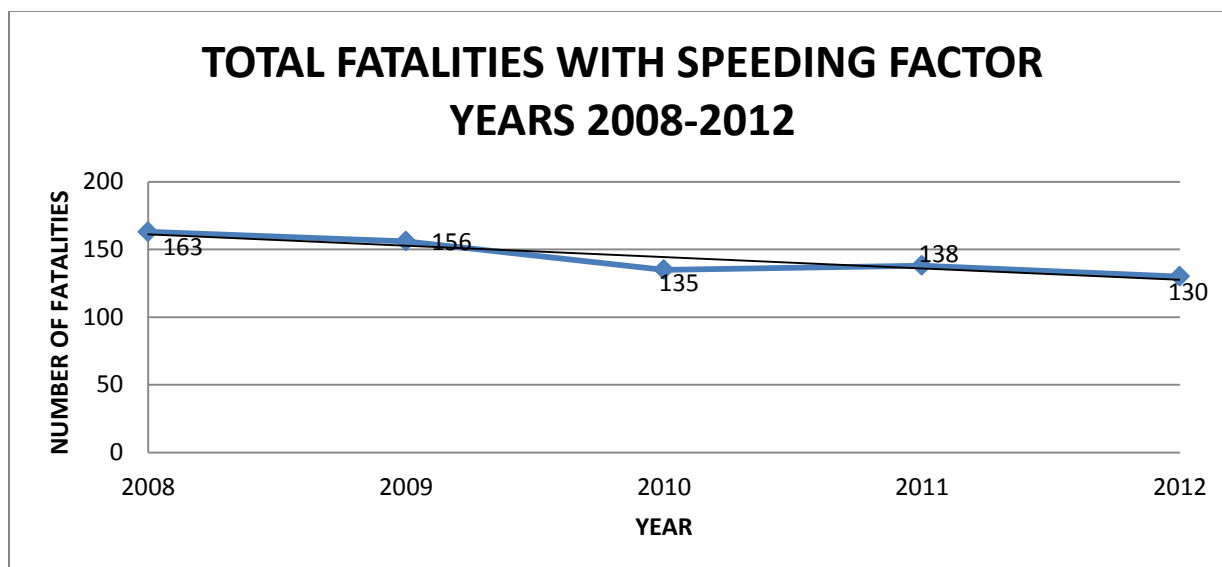


Figure 7: Total Fatalities with Speeding Factors

Data analysis in Speeding as a fatality factor by gender in 2012 established that 78% of total speeding fatalities were male. A slight increase is shown in the female category of 22 in 2011 and 28 in 2012 equivalent to 12% of total speed and aggressive driving fatalities. Analysis regarding speed & aggressive driving as a factor by age group shows that young adults 25-36 of age is the highest fatality group with 151 fatalities or 21%. As described above males are overrepresented in this category.

Day of week fatalities for the last five years with speeding as a factor shows that Sunday reported the highest fatalities with 27%, followed by Saturday with 21% and Friday with 13%. This pattern already shown in alcohol related fatalities demonstrate that weekends is the riskiest time for fatal crashes.

Data shows that in the five year period similar numbers of fatalities occurred every month of the year, although May ranks first, a pattern seen also, in alcohol related fatalities.

Speeding factor fatalities by gender for 2012 established that 78% of total speeding fatalities were male. A slight increase is shown in the female category of 22 in 2011 and 28 in 2012 a 12% of total speed and aggressive driving fatalities.

When analyzing group ages it is clear that male ages 25-36 years old are the highest fatality group with 137 deaths in the last five years. For females, the highest fatality age group with 24 deaths is 18- 24 years old.

Emphasis on preventive and proactive patrol will be established among PRPD Traffic Police. In the past, overtime hours has been an incentive for police officers committed in maintaining the law and security in the roads and surely will be promoted as part of our strategies.

Also, trainings conducted by PRPD and PRTSC will provide police officers and municipal officers with skills in patrol techniques, alcohol, radar and photometer equipment, traffic law amendments, among others.

Still in our plan there is a creation of an alliance between PRTSC and the PRPD to incorporate the Data-Driven Approaches to Crime and Traffic Safety (DDACTS) integrating location-based crime and traffic data to establish effective and efficient methods for deploying law enforcement and other resources. To start this initiative it is important to train the PRPD, arrangements will be coordinated to identify an expert.

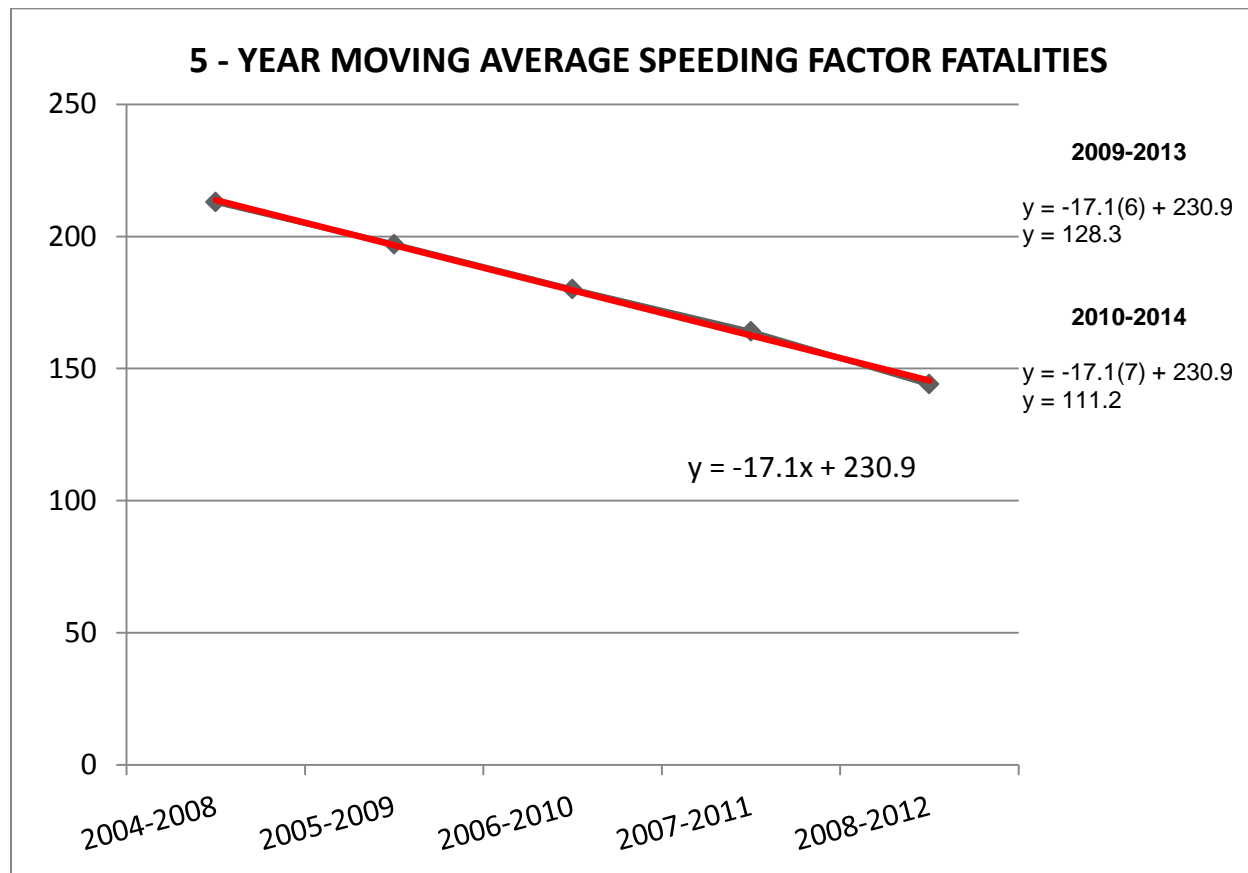


Figure 8: 5 Yrs Moving average Speeding Factor Fatalities

Performance Goals

- Although 5 year moving average analysis establishes a decreasing trend on speed related fatalities of 112 by 2014, past experience has shown us that speeding factor is the second contributor in fatality crashes; efforts will be directed to reduce a 5% of speed related fatalities from 134 in 2013 to 127 in 2014.
- To provide at least four (4) training for police officers regarding traffic laws such as *Beyond the Traffic Ticket* and SFST.

Performance Measures

- Number of traffic violations particularly speeding and other moving citations
- Number of police officers trained
- Number of police agencies participating in national campaigns
- Number of police agencies visited and oriented and site visits reports.

Projects Strategies

PT-03-03

Law Enforcement Liasons

402PT

\$130,000.00

Past experience has proven that LEL makes a difference when working with law enforcement agencies. These are recognized by NHTSA as effective resources and that were absent from the PRTSC and have been established again in order to maintain enforcement projects trained to detect and correct problems quickly and improve police traffic services.

Retired ranking officers, will serve as experts in police and enforcement matters to guide PRTSC in the decision making process regarding Enforcement. Primary responsibilities of the LEL include: serving as the liaison between the law enforcement community and key partners and the PRTSC, encouraging more law enforcement participation in HVE campaigns, assisting with mini grant applications, encouraging use proven countermeasures and evaluation measures, etc. Project will fund contractual services, trainings such as Beyond the Traffic Ticket and SFST and training materials, etc. This strategy is based on NHTSA’s Uniform Guidelines, Guideline # 15, Chapter VI. Training and Chapter VII. Evaluation.

PT-03-00

Speed & Aggressive Driving Surveys

402PT

\$60,000.00

Surveys can be particularly useful in measuring the effectiveness of media and publicity. A consultant will be contracted to conduct, in accordance to GHSA recommendations, awareness, attitude and behavioral studies using, telephone and roadside surveys, focus groups and other tools to help develop and measure the effectiveness of the Speed & Aggressive Driving as well as our upcoming Texting Media Campaigns on the target audience and others. This strategy is based on NHTSA’s Uniform Guidelines, Guideline # 15, Chapter VII. Evaluation.

PT-03-01

Speed Enforcement

402PT

\$25,000.00

Radars and related equipment and maintenance for PRPD will be funded (allocated) based on Countermeasure that Work 2013 Chapter 3. Aggressive Driving & Speeding, Section 2.3 Other Enforcement Methods-Technology and Uniform Guidelines, Guideline # 15, Chapter III. Traffic Law Enforcement. These activities also will be backed up by Puerto Rico SHSP 2014, Driver Behavior Emphasis Area: Strategy 3.

PT-03-14**Speed, Aggressive and Distractive Driving Mass Media****402PT****\$152,300.00**

As with all enforcement efforts, PI&E is a necessary component. This project will fund the production of TV and radio spots, print and office material. Costs for rent, purchase and maintenance of equipment, contractual services, and state and local travel are included. This strategy is based on NHTSA's Uniform Guidelines, Guideline # 15, Chapter IV. PI &E.

PLANNING AND ADMINISTRATION

Program Overview

The Puerto Rico Traffic Safety Commission is the agency authorized by Law to coordinate, manage and evaluate the commonwealth highway safety program. Through this program area, traffic safety problems are identified and solutions are designed to decrease the incidence of traffic crashes and their consequences. The Planning and Administration program area includes activities and costs necessary for the overall management and operations of the PRTSC. Among the responsibilities of the PRTSC are to: identify traffic safety problems and prioritize them, develop strategies and solutions to those problems, allocate funds, monitor grants and evaluate compliance, evaluate effectiveness of the programs, develop a PI&E campaign, prepare the annual Highway Safety Plan (HSP), coordination of trainings, contract to conduct required audits, contract to conduct surveys for impaired driving, seat belt use and speeding, coordinate to provide trainings.

Performance Goals

- Implement and maintain policies and procedures that provide for effective, efficient and economical operation and evaluation of the Highway Safety Program.

Performance Measures

- Prioritize problems and manage the received funds adequately.
- To speed-up liquidation rate.
- To develop, coordinate, monitor and administratively evaluate traffic safety grants identified in the Plan.
- To promote the Puerto Rico Highway Traffic Safety Programs.
- To contract professional services to develop a coordinated HSP to NHTSA by July 1st according to PRTSC traffic safety priorities and in accordance to Map 21.
- To contract professional services to develop and submit the Annual Report by December 31st.
- Monitor and evaluate the performance of Sub- Grantees of the program to determine effectiveness and achievement of goals.
- Continue to expand technology applications as a mean to disseminate traffic safety information and enhance the ability to communicate with our citizens.
- Single Audit for fiscal years 2012 and 2013

Legislative Goals

Provide full support to all legislative amendments that will improve traffic safety. Special attention will be provided to increase penalties to unauthorized and/or suspended licensed drivers; increase penalties for second offenders Distracted Drivers and increased penalties for unrestrained vehicle occupants.

Projects Strategies

PA-04-02
Evaluate HSP Tasks
402PA
\$88,000.00

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

PA- 04-03
Administer Program
402PA and State Local Funds
\$160,000.00

In order to provide support for the general administration of the highway safety program, allowable limits of federal funds will be used for purchase and rent equipment, office materials, consulting needs and the single audits. Travel and per diem expenses for local and state–side activities and other administrative expenses will be funded. Also, single audits costs and other costs associated with the accounting of expenses and funds, budget consultants, IT consultant’s services to maintain computerized system and maintenance, insurance and purchase of equipment and office materials necessary for program’s administration and other cost regarding administration.

PA-04-07, PA-04-12
Evaluate HSP Tasks
154/164PA
\$98,000.00

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

PA-04-XX
Annual Report and HSP
402 PA and State Local Funds
\$40,000.00

Professional services will be contracted to develop the Highway Safety Plan in accordance with MAP 21 regulations integrating PRTSC traffic safety priorities. Also, services to develop the Annual Report will be contracted.

OCCUPANT PROTECTION

Program Overview

Puerto Rico was the first jurisdiction to pass a mandatory safety belt usage law and the first in having a primary law that covers all seating positions. Increasing seat belt use is the simplest way to reduce 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. Unrestrained passenger vehicle occupant fatalities have decreased in Puerto Rico significantly over the past few years, from a high of 149 in 2008 to 99 in 2012. Trends indicate further reductions in the future. The observed seat belt use rate reported in the 2012 survey was 90.2 percent and the child restraint use was in 94.7%.

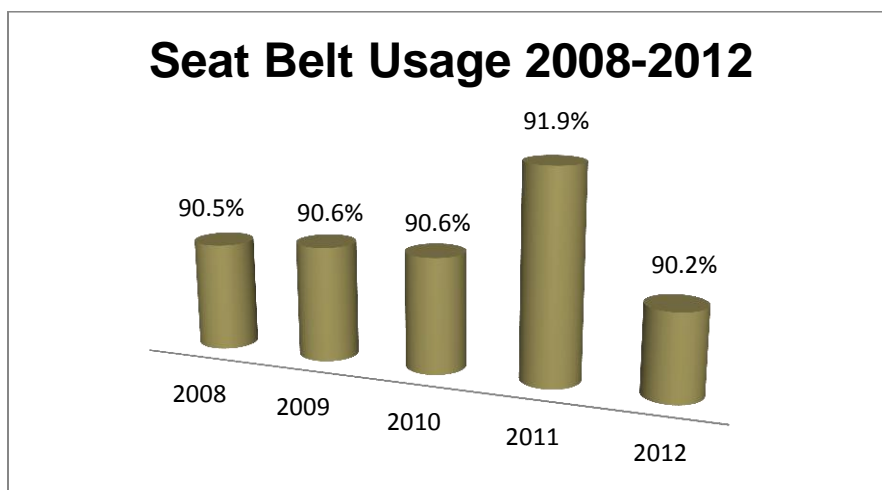


Figure 9: Seat Belt Usage 2008-2012

In analyzing the crash data for calendar years 2008 through 2012, a total of 628 fatalities occurred where people were unrestrained. This represents a 34% reduction for the period. The highest unrestrained fatality year was 2009 that reported 151 fatalities. Fatalities by gender, between 2008-2012, shows that of 628 fatalities, 512 were male (81%), while 116 were females 18%. Therefore, males are overrepresented in the unrestrained occupant fatalities. As in other priority areas, most of the unrestrained fatalities were young adults 25-36 years of age followed by the 18-24 age groups.

Unrestrained fatalities occurred mostly at night time, predominantly from 6:00pm to midnight.

When analyzing fatalities by month during 2008-2012 we found that the month with most unrestrained fatalities, was March with 68, however, there are no notable differences between months.

Day of the week unrestrained fatalities between years 2008-2012 shows that the days with most fatalities were Friday, Saturday and Sunday. Of total 628 unrestrained fatalities, 413 or 66% were on weekends. As in other areas, during weekends the

highest number of unrestrained fatalities occurred. According to vehicle seating position fatality data, front seat passenger was where the geat majority of passenger fatalities happened.

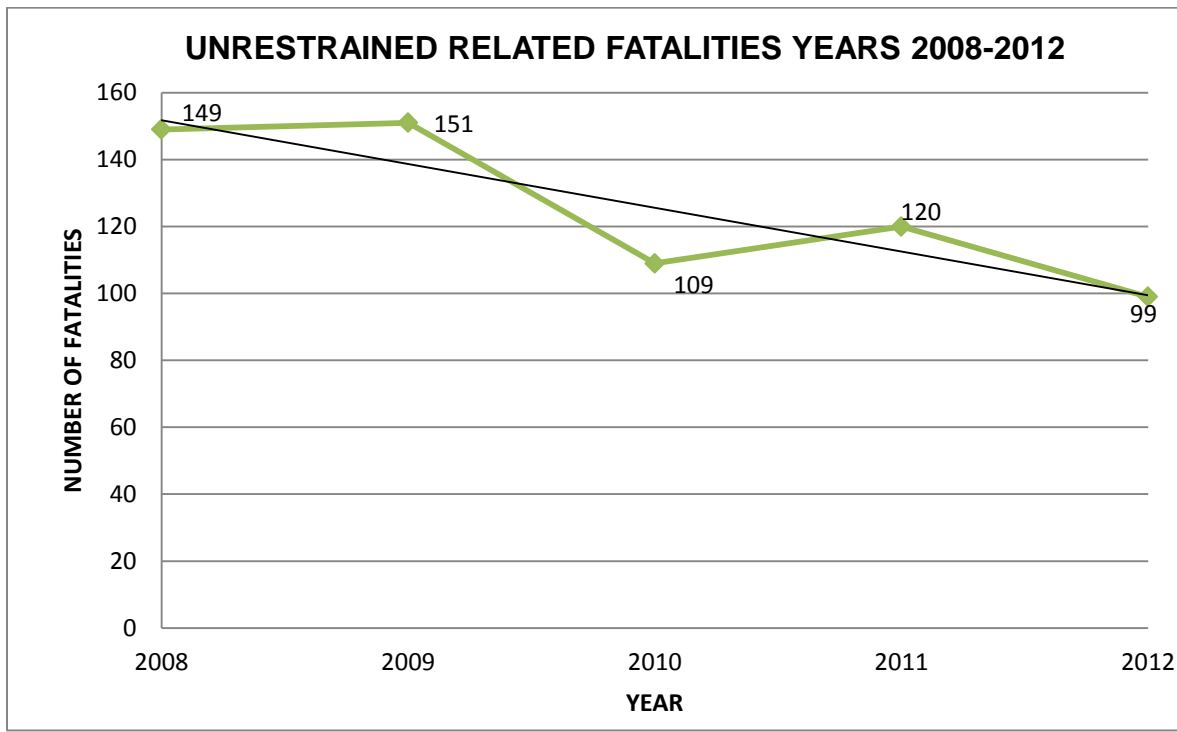


Figure 10: Unrestrained Related Fatalities Years 2008-2012

Studies have proven that the correct use of child safety seats are extremely effective in reducing the risk of death and nearly 73% of child restraints are not installed or used correctly. Child restraint usage had reached 94.7% in 2012 in Puerto Rico and these seats, when used properly, can reduce fatal injury for infants (less than 1 year old) by 71 percent and toddlers (1-4 years old) by 54 percent in the event of a traffic crash. Puerto Rico Traffic Safety Commission has established fire stations as permanent fitting station and certified firemen as Child Passenger Safety Technicians (CPT). As a result of the daily inspections and checkpoints carried during last year, it was found that 3 out of 4 safety seats are installed incorrectly, or the child is not using the proper seat. Based on this data the PRTSC in 2014 has established that the increase of, and the correct use of child restraint is a priority that must be addressed.

Child Restraint Usage Rate 2008-2012

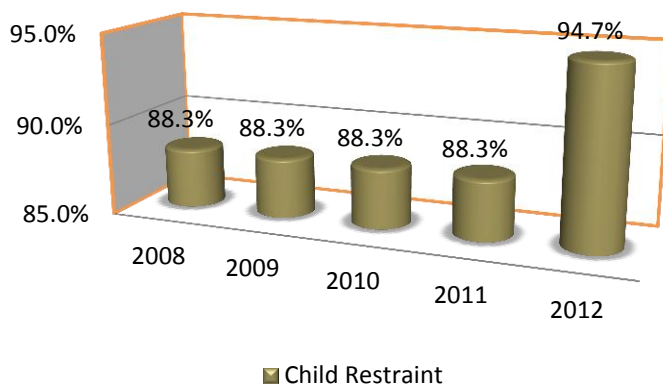


Figure 11: Child Restraint Usage Rate 2008-2012

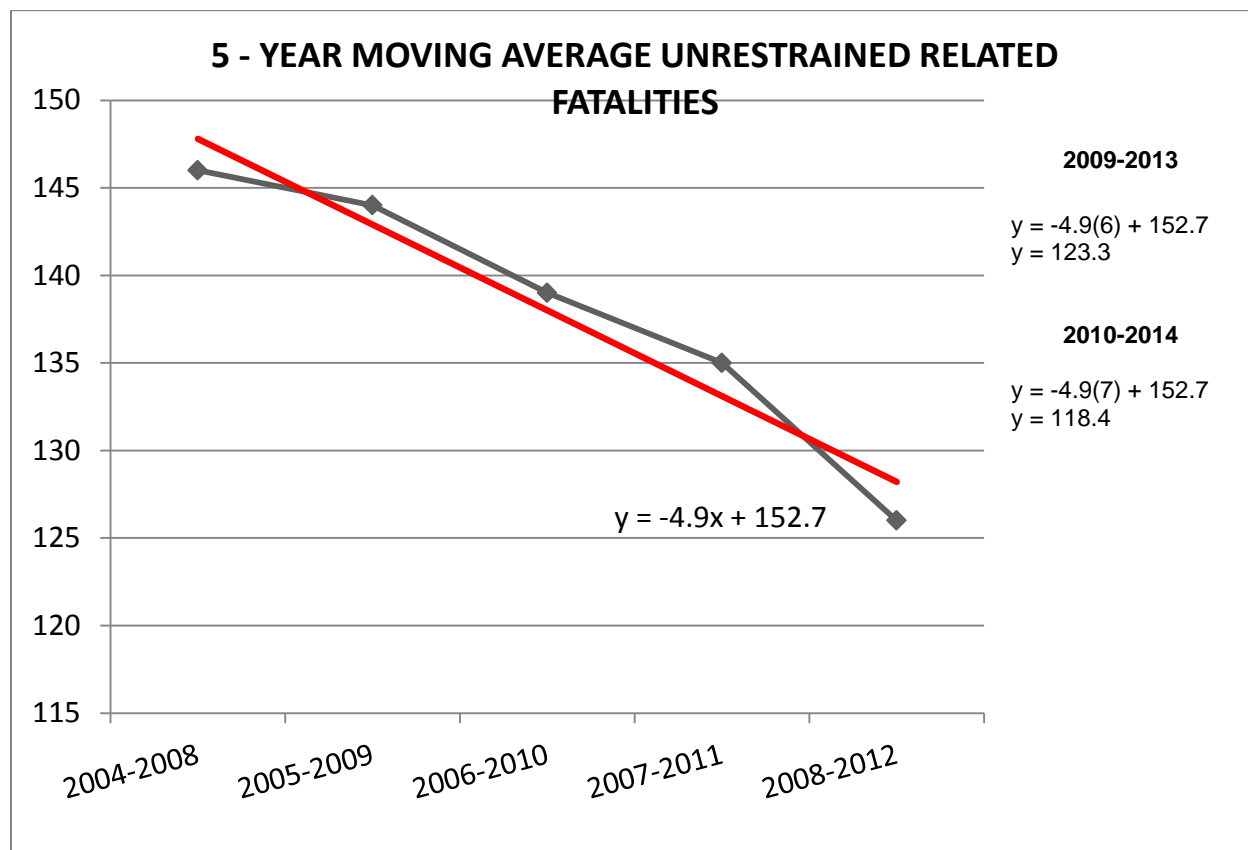


Figure 12: 5 YrsMoving Average Unrestrained Related Fatalities

Performance Goals

- Although 5 year moving average indicates a decreasing trend in unrestrained related fatalities of 118 in 2014, efforts will be directed to reduce 5% of unrestrained related fatalities from 99 in 2012 to 94 in 2014.
- Increase safety belt use from 90.2% in 2012 to 92% in 2014
- Increase child restraint use from 94.7% in 2012 to 95% in 2014
- Increase five (5) additional fitting stations from 63 in 2012 to 68 in 2014
- To certify 25 more technicians from 84 certified technicians in 2012 to 109 in 2014
- To participate in the 2014 National Click it or Ticket (CIOT) Mobilization

Performance Measures

- Number of seat-belt and child restraint non-usage citations during the CIOT mobilization
- Number of police agencies participating in the CIOT mobilization
- Number of child seats inspections and clinics checkpoints
- Amount of additional fitting stations
- Amount of new CPS technicians
- Number of paid media and earned media units

Projects Strategies

This program area is guided towards the increase in the use of seat belts and child restraint systems as the important and effective tools to save lives in traffic crashes. As has been demonstrated the most effective combination to persuade people to buckle-up and use the child restraint systems are a strict law enforcement effort coupled by intense media campaign. Based on the above the PRTSC conduct one seat belt mobilizations, that will include a pre and post survey of the drivers in Puerto Rico, strict and sustained enforcement efforts, and the use of earned and paid media to increase the projection to the public, increase the prevention as well as the deterrence effect, and assist in the effectiveness of the enforcement efforts. These will be performed during May 2014.

From May 19 to June 1, 2014 the Click It or Ticket (CIOT) National Campaign will be held. PRTSC, as in previous years, will grant funds for overtime hours to State Police and Municipal Police and supported by a media campaign (see Media module). This mobilization will be island wide, during day and night hours, as the statistics show that fatalities involving non-use of seat belt occurred in these periods. During this mobilization HVE and preventive patron will be increased in order to issue tickets for seat belt and car seat non-use to create awareness among all citizens that seat belts and car seats save lives and is the law. Police funds will be granted through mini-grants to be more effective.

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

OP-05-03
Occupant Restraint Use Coordinator
402 OP
\$50,000.00

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

OP-05B-04 (\$75,000) / OP-05B-22 (\$61,000)
Occupant Mass Media
402OP/405B
\$135,600.00

Both projects will work side by side on seat belt usage and child restraint seat enforcement efforts, and components for PI&E. They will fund the production of educational campaigns and development of media production such as TV, radio and press ads. It will also fund office material, rent, purchase and maintenance of equipment, contractual services, and state and local travel costs when necessary. This strategy is based on Countermeasures that Work 2013, Chapter 2, Seat Belt and Child Restraint, Section 3.1 Page 2-23 Communications and Outreach Supporting Enforcement and Section 6.2 Page 2-32 Communications and Outreach Strategies for Booster Seat Use.

OP-05B-27
CPST Training
402OP/405B
\$57,300.00

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 this project provides supplies and equipment to conduct the checkpoints. Purchase of child restrain seats for the checkpoints and loaning programs at the PRTSC, fitting stations and community programs will be funded. OP vehicle maintenance will be funded. This strategy is based

on Countermeasures that Work 2013, Chapter 2, Seat Belt and Child Restraint, Section 7.2 Page 2-34 Child Restraint Distribution Programs.

OP-05-29
Observational Survey
405B
\$130,000.00

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 the campaigns, especially paid media, and help plan future campaigns. This strategy is based on Countermeasures that Work 2013, Chapter 2, Seat Belt and Child Restraint Section 3.1, Page 2-23 Communications and Outreach Supporting Enforcement, this survey also evaluate the campaign of seat belt and demonstrated the effect of different media strategies.

OP-05-39
Puerto Rico Fire Department Fitting Stations
405B
\$80,000.00

As part of the strategies to increase the proper use of child restraint systems the PRTSC will continue to fund the permanent fitting stations in conjunction with the Puerto Rico Fire Department. Funding source will pay for purchase child restraints, equipment rental for inspections and or clinics, materials and maintenance for the vehicles needed to carry equipment (seats) for clinics or distribution, will be funded. This strategy is based on Countermeasures that Work 2013, Chapter 2, Seat Belt and Child Restraint Section 7.3, Page 2-35 Inspection Stations and Section 7.2 Page 2-34 Child Restraint Distribution Programs.

OP-05-XX
CIOT Overtime
405B
\$140,000.00

Overtime to participate in Click It or Ticket mobilizations will be funded for PRPD and Municipal Police.

DATE	DESCRIPTION
CIOT Mobilization 05/19/2014 to 06/01/2014	During May 2014, Puerto Rico took part in the National Occupant Protection Mobilization, Click It or Ticket . Usage rates usually increases after the mobilizations.

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

Overtime to participate in CIOT National Crackdown will be funded for PRPD 13 islandwide police regions with a budget of \$40,000 and approximately 20 municipal police with \$5,000 mini grants for each.

Municipal Police	Budget	Municipal Police	Budget
Aguadilla	\$ 5,000.00	Hatillo	\$ 5,000.00
Arecibo	\$ 5,000.00	Las Piedras	\$ 5,000.00
Barceloneta	\$ 5,000.00	Mayaguez	\$ 5,000.00
Bayamón	\$ 5,000.00	Ponce	\$ 5,000.00
Caguas	\$ 5,000.00	Quebradillas	\$ 5,000.00
Camuy	\$ 5,000.00	Salinas	\$ 5,000.00
Carolina	\$ 5,000.00	San Germán	\$ 5,000.00
Comerío	\$ 5,000.00	San Juan	\$ 5,000.00
Guayama	\$ 5,000.00	Toa Alta	\$ 5,000.00
Guaynabo	\$ 5,000.00	Toa Baja	\$ 5,000.00
TOTAL	\$100,000.00		

COMMUNITY PROGRAMS

Program Overview

Community Traffic Safety Programs (CTSP) has long been an essential part of highway safety programs around the nation. Local program directors are more familiar with their communities and their traffic safety problems, local leaders, local agencies, civic groups, non-profit organizations and municipal or local police. In larger states with diverse populations and different traffic safety problems in parts of the state, local programs are very important.

Since 1989, CTSP's have also been part of the highway safety program. Because of Puerto Rico's small size and population density, however, local differences are not that significant. Traffic safety problems tend to be island wide. Puerto Rico's CTSP's, however, are no less important as a complement to the PRTSC's efforts. These community programs, as in other states, coordinate enforcement efforts, enlist community leaders, offer traffic safety conferences in schools, industry community/civic groups and others, prepare and distribute educational materials, administer loaner programs and actively participate in activities organized by the PRTSC. The CTSP's are also instrumental in mobilizing police and other resources for the national "waves" and "crackdowns".

Puerto Rico's CTSP's work very closely with the PRTSC and meet quarterly as a group to receive information from the PRTSC on upcoming campaigns, activities and plans and to report progress to the PRTSC. The CTSP directors also coordinate training for municipal police, child restraint clinics and other activities that involve the PRTSC and other CTSP's.

At present, there are seventeen (17) CTSP's although currently not all are funded with PRTSC federal funds. They are a fundamental part of efforts to assist and provide technical advice on all topics relating to the PRTSC safety programs: Luquillo, Florida, Juncos, Morovis, Caguas, Ponce, Barceloneta, Comerío, Toa Alta, Humacao, Juana Díaz, Lares, Isabela, Sabana Grande, Trujillo Alto, and San Germán y Naranjito. The following chart shows the municipalities covered by each program and their populations.

The Community Traffic Safety Programs cover all 78 municipalities of the island, therefore, analyses made in the HSP 2014 Problem ID by type of fatalities: alcohol-related, gender, age group, month, day of week, time of day patterns, etc. can be applied to the CTSP's.

Below are some tables that confirm that traffic fatalities are mostly a male problem that mainly occurred at nighttime and weekends as identified in other sections of this HSP.

The data shows that Community Programs of Trujillo Alto, Toa Alta and Barceloneta cover 47% of Puerto Rico's population. CTSP of Florida and Morovis cover 1% of total population. Each CTSP federal budget is approximately \$46,000. Taking in consideration the population percentage covered by each program, we will be reassessing funds in accordance with their coverage.

REGIONAL COMMUNITY PROGRAM	MUNICIPALITIES SERVED	POPULATION (Census 2010)	TOTAL FATALITIES	GENDER		AGE GROUP						
				FEMALE	MALE	0-17	18-24	25-36	37-49	50-62	63+	Unknown
BARCELONETA	Barceloneta, Arecibo, Ciales, Hatillo, Manati, Vega Baja	285,766	176	36	140	14	31	28	31	25	41	6
CAGUAS	Caguas, San Lorenzo, Gurabo	229,320	117	21	96	5	24	23	20	16	28	1
COMERIO	Comerio, Orocovis, Albonito, Cidra, Cayey, Aguas Buenas	190,359	80	8	72	4	13	27	15	9	11	1
FLORIDA	Florida	12,680	6	0	6	0	2	0	1	2	1	0
HUMACAO	Humacao, Arroyo, Culebra, Maunabo, Naguabo, Patilla, Vieques, Yabucoa	185,323	95	19	76	9	16	24	21	10	11	4
ISABELA	Isabela, Aguada, Aguadilla, Añasco, Camuy, Quebradilla, Rincon	254,078	147	33	114	5	20	26	23	33	34	6
JUANA DIAZ	Juan Diaz, Coamo, Guayama, Salinas, Santa Isabel, Villalba	217,046	120	26	94	8	17	28	19	26	20	2
JUNCOS	Juncos, Las Piedras	78,965	28	8	20	2	7	4	7	5	3	0
LARES	Lares, adjuntas, Jayuya, Moca, san Sebastian, Utuado	182,566	75	10	65	4	5	15	10	14	23	4
LUQUILLO	Luquillo, Ceiba, Rio Grande, Fajardo	124,996	67	14	53	5	13	13	11	10	15	0
MOROVIS	Morovis	32,610	16	5	11	1	1	7	3	3	1	0
NARANJITO	Naranjito, Barranquitas, Corozal, Vega Alta	137,813	56	10	46	4	9	14	10	10	7	2
PONCE	Ponce	166,327	79	15	64	2	10	24	14	9	15	5
SABANA GRANDE	Sabana Grande, Guanica, Guayanilla, Las Marias, Maricao, Peñuelas, Yauco	148,755	71	14	57	2	12	13	16	18	9	1
SAN GERMAN	San German, Mayaguez, Cabo Rojo, Lajas, Hormigueros	218,527	112	27	85	12	18	20	19	14	25	4
TRUJILLO ALTO	Trujillo alto, Canovanas, Carolina, Loiza, San Juan	724,638	306	64	242	27	57	62	49	43	49	19
TOA ALTA	Toa Alta, Bayamon, Cataño, Dorado, Guaynabo, Toa Baja	536,020	243	40	203	23	57	56	34	30	34	9
TOTAL		3,725,789	1794	350	1444	127	312	384	303	277	327	64

Figure 13: Community Programs Analysis (part I)

REGIONAL COMMUNITY PROGRAM	TIME OF WEEK				FATALITY TYPE						DAY OF WEEK						
	6:00PM- 11:59PM	12:00MN- 5:59AM	6:00AM - 11:59AM	12:00MD- 5:59PM	Unknown	Drivers	Pedestrians	Passengers	Cyclist	Other	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
BARCELONETA	77	24	29	36	10	79	63	28	4	2	33	18	21	26	23	32	23
CAGUAS	37	35	21	19	5	59	30	24	2	2	22	14	6	10	16	22	27
COMERIO	36	19	6	16	3	56	14	7	0	3	18	12	8	9	8	8	17
FLORIDA	3	1	1	1	0	2	3	0	0	1	1	0	2	1	0	1	1
HUMACAO	53	15	7	15	5	49	26	15	5	0	28	12	7	5	10	12	21
ISABELA	71	31	13	28	4	63	64	14	4	2	29	16	16	14	16	32	24
JUANA DIAZ	51	36	13	16	4	67	28	16	7	2	31	12	9	10	9	18	31
JUNCOS	10	8	3	6	1	13	3	11	1	0	8	0	6	3	2	4	5
LARES	35	19	9	9	3	40	19	15	1	0	20	10	5	4	3	17	16
LUQUILLO	26	16	10	12	3	32	19	10	5	1	18	7	4	7	7	14	10
MOROVIS	5	4	1	6	0	11	1	4	0	0	5	0	1	2	2	4	2
NARANJITO	27	10	11	5	3	27	19	8	0	2	15	3	5	7	8	6	12
PONCE	26	23	13	13	4	37	21	14	6	1	14	9	12	7	12	12	13
SABANA GRANDE	27	18	9	11	6	31	18	15	5	2	17	11	7	7	6	6	17
SAN GERMAN	35	27	23	20	7	47	34	23	6	2	25	15	10	8	10	24	20
TRUJILLO ALTO	93	88	67	41	17	143	109	38	14	2	66	37	25	26	41	50	61
TOA ALTA	90	69	37	33	14	114	81	39	7	2	53	37	21	15	30	47	40
TOTAL	702	443	273	287	89	870	552	281	67	24	403	213	165	161	203	309	340

Figure 14: Community Programs Analysis (part II)

Performance Goals

- Maintain the PRTSC’s traffic safety educational efforts in all 78 municipalities through the CTSP’s in order to reduce traffic fatalities from 366 in 2012 to 350 in 2014.
- Reduce the number of fatalities at the municipal level in high incidence Municipalities.

Performance Measures

- Number of educational traffic safety activities conducted
- Number of fatalities by municipal area
- Number of citizens that received direct orientations and educational and promotional material in the activities
- Number of coordination efforts with local law enforcement

Projects Strategies

Community Traffic Safety Programs

CTSP-06- ,CP-06-04, CP-06-06, CP-06-07, CP-06-14, CP-06-15,CP-06-16, CP-06-17, CP-06-18, CP-06-19, CP-06-20, CP-06-21, CP-06-22, CP-06-23, CP-06-28, CP-06-29

402 CTSP

\$697,000.00

Community Programs are an essential and a necessary resource to combat traffic safety problems. They work directly with the communities, citizens, NGO’s, schools and law and order agencies.

These programs provide education through orientations of occupant protection (seatbelt, child restrained, and distracted driving); non occupants (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. Also, CTSP collaborate with local law enforcement planning national mobilizations providing assistance in the completion of the forms and documents.

These CTSP worked as child seats fitting stations aiding local Fire Stations in this important task directed to child safety. Multiple child restrained checkpoints are conducted through the year.

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

Other areas that CTSP cover is the assistance to municipalities identify road safety hazards and areas prone to crashes and fatalities. Community Programs coordinate

with PRTSC’s Impact Team to evaluate these potential traffic safety hazards such as signage, pavement marking, road audits and recommendations.

As describe above, Community Programs are valuable because they have direct access to citizens and get first-hand road safety information.

Community Programs funding include personnel costs of a coordinator ,assistant, office and educational materials, rent, purchase and maintenance of equipment and vehicles, state and local travel costs training and other related costs.

COMMUNITY PROGRAMS					
Code	Program	Budget	Code	Program	Budget
CP-06-02*	Juncos	N/A	CP-06-18	Humacao	\$40,000.00
CP-06-04	Luquillo	\$51,000.00	CP-06-19	Juana Díaz	\$48,000.00
CP-06-06	Florida	\$45,000.00	CP-06-20	Lares	\$45,000.00
CP-06-07	Morovis	\$40,000.00	CP-06-21	Isabela	\$44,000.00
CP-06-09*	Caguas	N/A	CP-06-22	Sabana Grande	\$51,000.00
CP-06-14	Ponce	\$ 40,000.00	CP-06-23	Trujillo Alto	\$50,000.00
CP-06-15	Barceloneta	\$49,000.00	CP-06-28	San Germán	\$51,000.00
CP-06-16	Comerio	\$51,000.00	CP-06-29	Naranjito	\$51,000.00
CP-06-17	Toa Alta	\$41,000.00			

*Operate with local funds but collaborate with PRTSC.



LEYENDA			
Barceloneta	Morovis	San Juan	Caguas
Comerio	Juana Díaz	Sabana Grande	Florida
Humacao	Lares	San Germán	Juncos
Isabela	Luquillo	Trujillo Alto	Ponce
	Naranjito	Toa Alta	

TRAFFIC RECORDS

Program Overview

The Puerto Rico Traffic Records Coordinating Committee (PRTRCC) has been in existence since 1990. The Committee includes an executive level and technical level. This two-tiered committee is critical for State’s proper development, maintenance and track of the progress of projects identified in the Puerto Rico Strategic Plan.

Current Traffic Records Coordinating Committee was constituted on April 2013 and the Charter was approved and signed by stakeholders and partners. TRCC meetings are held every two months.

Puerto Rico’s TRCC consists of the following partner agencies:

- Department of Transportation
- Highway and Transportation Authority
- Federal Highway Administration
- Automobile Accident Compensation Administration
- Puerto Rico Police Department
- Administration of Courts
- Department of Justice
- Emergency Medical System
- Department of Health
- Federal Motor Carrier Safety Administration
- University of Puerto Rico, Research Center
- 911 Services

The management approach to highway safety program development embraces the concept of countermeasures implementation directed at specific problems identified through analytical process. As of the present, all TRCC members agreed that the Crash System is the most important system of the six basic traffic system record.

A top priority for improving the Commonwealth’s Traffic Records Systems is electronic data of motor vehicle crash. As recommended during the 2012 Traffic Records Assessment, the Puerto Rico’s Traffic Records Coordinating Committee is developing efforts towards seeking improvements in implementing an electronic crash report. As part of our future innovations, the integration of FARS to Puerto Rico CARE Database will be a priority for 2014.

Objective: (Based in coordination with Puerto Rico’s Interim Strategic Highway Safety Plan-Traffic Crash Records and Information Systems, Emphasis Area #1)

To improve the existig crash database to manage highway and traffic safety programs by 2016 suporting TRCC efforts.

Strategies

- Reduce the backlog of motor vehicle crash data from 5 years to less than one year.
- Support the implementations of the new PAR that updates all the crash data fields including the commercial motor vehicle data fields.
- Train traffic law enforcement agencies on how to collect complete and accurate crash data supports the new PAR.
- Provide direct access to crash data reports and information to stakeholders.
- Acquire a user-friendly data analysis software tool.
- Continue the program of kilometer and hectometers markers installations in all State Roads so that crashes can be located for analysis purposes.

Performance Goals

- To collect data of the Police Accident Report (PAR) by the end of the calendar year from 0 in 2012 to 25% in 2014.
- To reduce the time between crash and data availability in the Analysis Accidents Office (DOT) from 916 days in 2011 to 365 in 2014 by reducing the crash records backlog.
- To increase Project CARE access from 6 TRCC members in 2012 to 12 members in 2014.
- To integrate FARS into Puerto Rico CARE Database from 0% to 15% in 2014.
- To integrate the drunk drivers criminal record of the Criminal Justice Information System (DOJ) with the DAVID+ Database System (DOT) from 0% of integration in 2012 to 25% integration in 2014.

Performance Measures

- Number of Digital Police Accident Reports (PAR)
- The time between crash and data availability in the database
- Number of members that have access to Project CARE

- Number of update driver records with DWI cases

Projects Strategies

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

TR 14-07-01
Traffic Records Coordinator
408/405C
\$42,00.00

TR Coordinator will continue representing the interest of the 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 computer software, TRCC supplies and other related costs. Main objective of TR Coordinator will be to assure that the TRCC Projects will implement field data collection in a the timeliness, accurate, complete, uniform, integrate and accessible way. Strategy is based on NHTSA’s Uniform Guidelines, Guideline #10- Traffic Records, Chapter IV. Managing Traffic Records.

TR 14-07-14
Fatality Analysis Reporting System (FARS)
408/405C
\$1,000.00

Funds will be provided to cover fringe benefits for the FARS Analyst. These funds will be used especially to cover retirement funds by law. It is important to mention that the FARS Program provides all data on fatal motor vehicle traffic crashes that are gathered from the State’s own source documents and are coded on standards FARS forms. In addition, statistical reports have been performed from this data to be used by other agencies. The FARS Proposal received a funding reduction and that will be needed to cover the rest of the expenses.

Since 1975, the National Highway Traffic Safety Administration (NHTSA) has operated and managed the program of Fatalities Reporting System (FARS). FARS is a system of analysis of data containing information on traffic collisions involving at least one fatality. For purposes of the FARS program, a fatality is a death that occurs within 30 days of

the actual the crash and death is a direct consequence. The initial identification of fatalities comes from the Police Accident Report. Details of the circumstances of the crash and people and involved vehicles can be obtained from a variety of sources including the Police Accident Report, records the licensing of drivers, vehicle registration records, reports from the emergency medical services, reports of medical examinations, toxicology reports, reports from hospitals and death certificates. FARS is an important source for NHTSA, States and the highway safety community. The data of FARS, a census of all crash fatal in the United States, Puerto Rico and Virgin Islands, helps agencies to understand and describe the national atmosphere of safety on the roads. FARS data is used to identify problems in the areas, assess safety measures and facilitate the development of programmers of national road safety.

FARS Analyst is a current member of the TRCC, her contribution and experience has aided state traffic data collection design. Main objective of this project is to provide funds for fringe benefits of FARS Analyst in order to continue to analyze, code and data entry. Strategy is based on NHTSA’s Uniform Guidelines, Guideline #10- Traffic Records, Chapter I. Traffic Records System.

TR 14-07-15
Digitalized Police Accident/Crash Report
408/405C
\$1,000,000.00

Funds will be provided to create a Pilot Project in Bayamón Oeste Traffic Police Headquarters which will begin in the year 2014. Project will consist in digitizing the Police Accident Report (PAR). Cost of equipment related to the implementation of this project will be included, such as laptops and/or tablets for police vehicles and to equip tech information center for data entry. Also, writing procedures and definitions for both the PAR short and long forms should be completed in order to train officers and staff. Benefits from this project will be the reduction in time and accuracy of police statistical reports.

With the approval of PPR-93 (Police Accident Report), a short form named “Property Damage” will be design to be used in simple crashes. Long form will be used to record injury and fatal crashes, as well as commercial vehicles crashes, pedestrians, cyclists, motorcyclists and drivers suspected of being under the influence of alcohol and/or drugs.

This project will improve greatly data collection and analysis for: Police Department, Traffic Safety Commission, Department of Transportation and Public Works, Drivers Services Directorate, Highway and Transportation Authority, Public Service Commission, Federal Motor Carrier Safety Administration and Automobile Accident Compensation. Main objective of this project is to implement data of PAR by January 1st, 2014. Strategy is based on NHTSA’s Uniform Guidelines, Guideline #10, Chapter

1. Traffic Records System-Enforcement/Citation File and Guideline #18 Accident Investigation and Reporting.

TR 14-07-13

CARE System to Puerto Rico Crash Data

408/405C

\$300,000.00

Funds will be provided to integrate access to the data crashes of Puerto Rico in an environment where users can perform a variety of data analysis, in order to identify roads in greater incidence, compare between municipalities, observe trends, as well as create work plans with the aim of preventing and reducing deaths, injuries and damage to property.

Puerto Rico collects a considerable amount of traffic data including crash, injuries, property damage and fatality data. However, as of to date, weak databases and backlogs in data entry limit the use of traffic data and, only in few exceptions, it is use to to support policy or programmatic decisions. Lack of structured formats that eases data analysis and trends force traffic safety agencies to invest a considerable amount of time and resources in order to keep up with data requirements and decision making based on reliable an current data. This limitation has placed Puerto Rico in disavantage to compete and secure state, federal and private funding since majority of funds are data driven and evidence based in order to justify funding requests.

Investigators a the University of Alabama Center for Advanced Public Safety (CAPS) and the University of Puerto Rico Center for Sociomedical Research and Evaluation (CSRE) propose to continue the implementation of the web based data analysis toolkit to run real-time data analysis of the PR Crash Data and obtain numerical and graphical views of the results: the Critical Analysis Reporting Environment (CARE). CARE already supports crash data analysis for eight states, including the state of Alabama. Main objective is Completion of the FARS integration with CARE System by December 30, 2014. Strategy is based on NHTSA’s Uniform Guidelines, Guideline #10, Chapter II. Data Characteristics and Chapter III. Use of Traffic Records.

TR 14-07-12

DMV and SIJC Integration

408/405C

\$504,000.00

Funds will be provided to include the integration of the database of the Department of Transportation and Public Works (DAVID+ system) and the database of the Department of Justice (SIJC) with DWI cases. Statements or resolutions will be taxing by the

Department of Justice to review and update drivers records in a more efficient manner. Contractual services and other related costs will be funded.

PRDJ DWI Unit aims to advance public policy of zero tolerance against drunkdriving compliance with Law 22 in its article 7.02. The mission of this Unit is to eradicate drunk drivers of our roads and keep timely and accurate court records of those drivers who violate the law and to identify repeat offenders. As of today, process to obtain a copy of the criminal record of a driver which contains all traffic convictions and/or violations, police officer has to visit a Driver's Service Center (CESCO) ask for the record and obtain a printed report from DAVID+.

With the integration of both databases, DAVID + and SIJC, we will obtain reliable, accurate, accessible and timely drivers record to be use in court cases, data analysis and decision making. Main goal of this project is to complete databases integration between (DAVID+) and (SJIS) by September 30, 2014. Strategy is based on NHTSA's Uniform Guidelines, Guideline #10, Chapter I. Traffic records System (file linkage).

NON-OCCUPANT PROTECTION

Program Overview

Through the years Puerto Rico has experienced significant changes that have affected pedestrian safety as many other high populated countries. Of the 1,837 traffic fatalities that occurred during the period of 2008 to 2012, 620 or 34% were non occupants; of these, 550 were pedestrians representing 30% of all traffic fatalities.

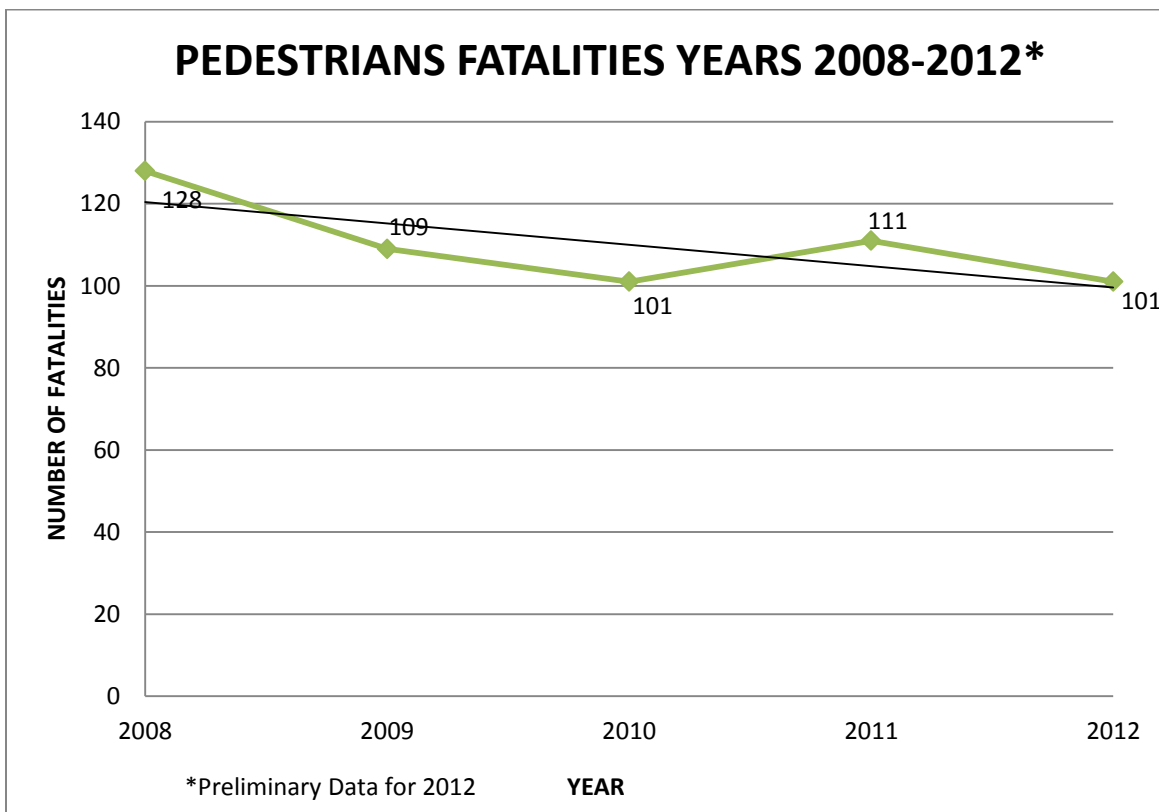


Figure 15: Total Pedestrian Fatalities 2008-2012

When analyzing pedestrian fatalities by gender during the 2008-2012 years we found that 77% were males and females represent 22%, similar to other programs areas.

Time of day analysis shows that 274 or 50% of all pedestrian fatalities occurred from 6:00pm to 11:59pm, followed by 113 or 21% from midnight to 6:00am. When we analyze pedestrian fatalities by day of the week for 2008-2012, we found that Fridays reported 97 fatalities or 20% percent. Tuesdays ranks last reporting 55 fatalities or 10%. As in other traffic safety priority areas, weekends at nighttime represent the riskiest period.

When we analyze pedestrians fatalities by month during 2008-2012 period we can observed that December has 60 fatalities or 11% causing it to be the month of highest

fatalities. The months of March, September and November are the lowest in this category.

Pedestrians fatalities demographic characteristics of age and gender present that males represent 77% of all pedestrian fatalities. Age group 63 years and older reported 137 deaths or 35% of the total male fatalities making them the highest risk group. Age group 17 and younger reported 20 fatalities or 5% of total pedestrian fatalities. An interesting detail is that the youngest pedestrian killed was only 1 year old and the oldest 92 years old. Pedestrian females fatalities represent 21% of all pedestrian fatalities. Age group of 63 years and older reported 36% of total female pedestrian fatalities, same pattern as in males. Age group of 18–24 years, represent 7% of total female fatalities, ranking last. The youngest female fatality was only 2 years old and the oldest 92.

Pedestrians Fatalities by Age Group

Age Group	Fatalities	Percentage
63 years or more	28	27%
50-62 years	24	24%
37-49 years	14	14%
25-36 years	12	12%
18-24 years	5	5%
1-17 years	5	5%
Unknown	13	13%

Cyclists

Cyclists traffic fatalities during 2008-2012 represent the 3% percent of total fatalities. Also , it represent 10 percent of non occupants fatalities.

When we analyze cyclists fatalities by gender between 2008-2012, we found that male represent 95% and female represent 5%, similar pattern of the other traffic safety priority areas. Age group with most reported fatalities is 37-62 with 53%.

Day of week with most cyclists fatalities is Saturday with 17 fatalities or 27%. Wednesday ranks last with 6%. Here too, weekends shows the greatest number of fatalities with 47 or 75%. During 2008-2012, July had 9 fatalities or 14%, the highest month. Only 3 female fatalities occurred during January, February and August for the five year period from 2008 to 2012. Time of day data analysis shows that most cyclists fatalities occurred during 6:00PM-11:59PM with 47%. As in all other traffic safety

priority areas nighttime represent the riskiest period. However, day time morning reported 37% fatalities with 7:00AM being the peak hor with 7 fatalities reported.

Cyclists Fatalities by Age Group

Age Group	Fatalities	Percentage
50-62 años	17	29%
37-49 años	14	24%
25-36 años	10	17%
63 +	8	14%
18-24 años	5	8%
1-17 años	5	8%

Distribution of Non-Occupant Fatalities by Type and Year

YEAR	TOTAL FATALITIES	TOTAL FATALITIES NON-OCCUPANT		NON-OCCUPANT BY CATEGORY							
		FATAL	%	PEDESTRIANS		CYCLISTS		HORSE RIDERS		SKATERS/STATEBOARDERS	
				FATALES	%	FATAL	%	FATAL	%	FATAL	%
2008	405	141	35%	128	91%	12	9%	1	1%	0	0%
2009	365	128	35%	109	85%	17	13%	2	2%	0	0%
2010	340	118	35%	101	86%	15	13%	2	2%	0	0%
2011	361	119	33%	111	93%	7	6%	1	1%	0	0%
2012	366	114	31%	101	89%	12	11%	1	1%	0	0%
Total	1,837	620	34%	550	89%	63	10%	7	1%	0	0%

Among priorities identified by PRTSC are:

- Continuation between partnerships with stakeholders and private entities. This allows us to have more resources and effort focused on the same goal.
- Educational campaigns focusing on the groups most at risk
- Create awareness regarding non occupant traffic safety issues.
- Provide funds and educational alternatives to promote the use of PESET Park and increase number of visitors.
- Promote meetings among PRTSC and stakeholders to discuss pedestrian safety issues.

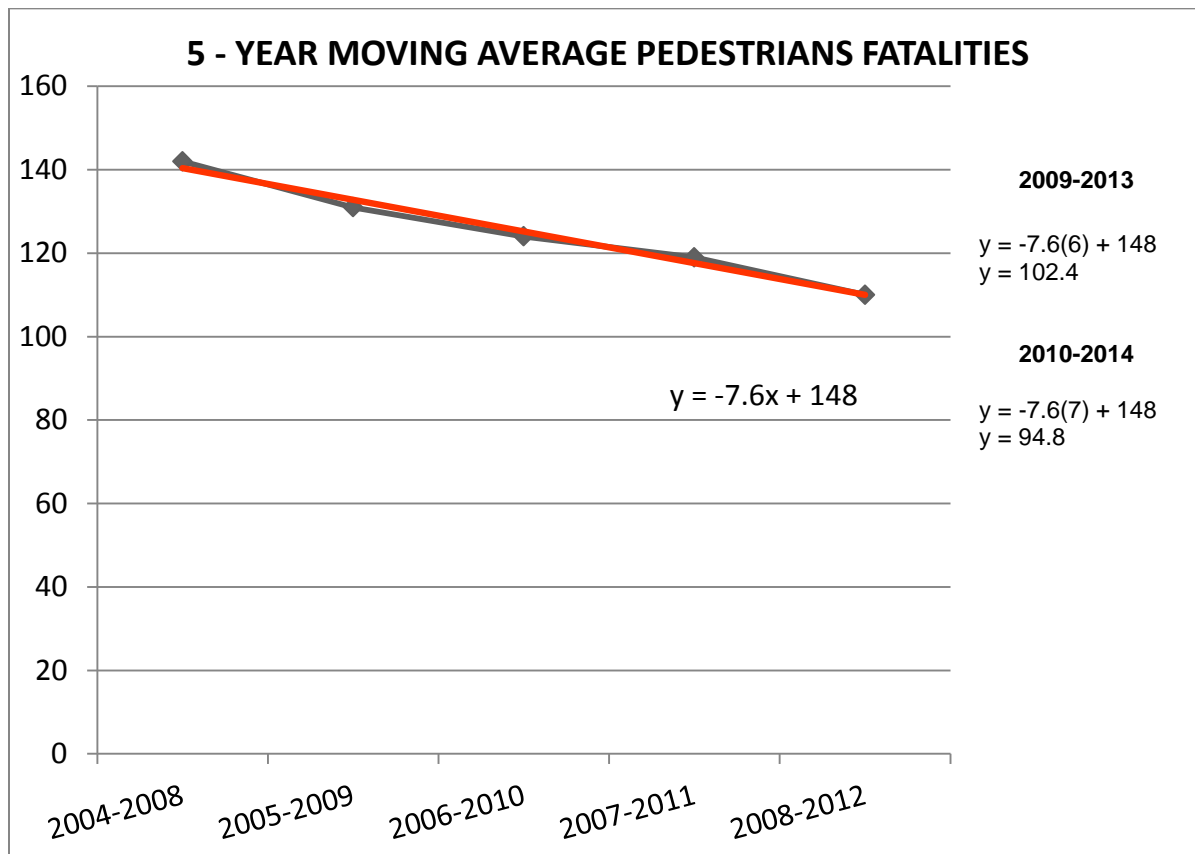


Figure 16: 5 Yrs. Moving Average Pedestrian Fatalities

Performance Goals

- To reduce pedestrians fatalities using 5 year moving average from 110 in 2012 to 95 in 2014.

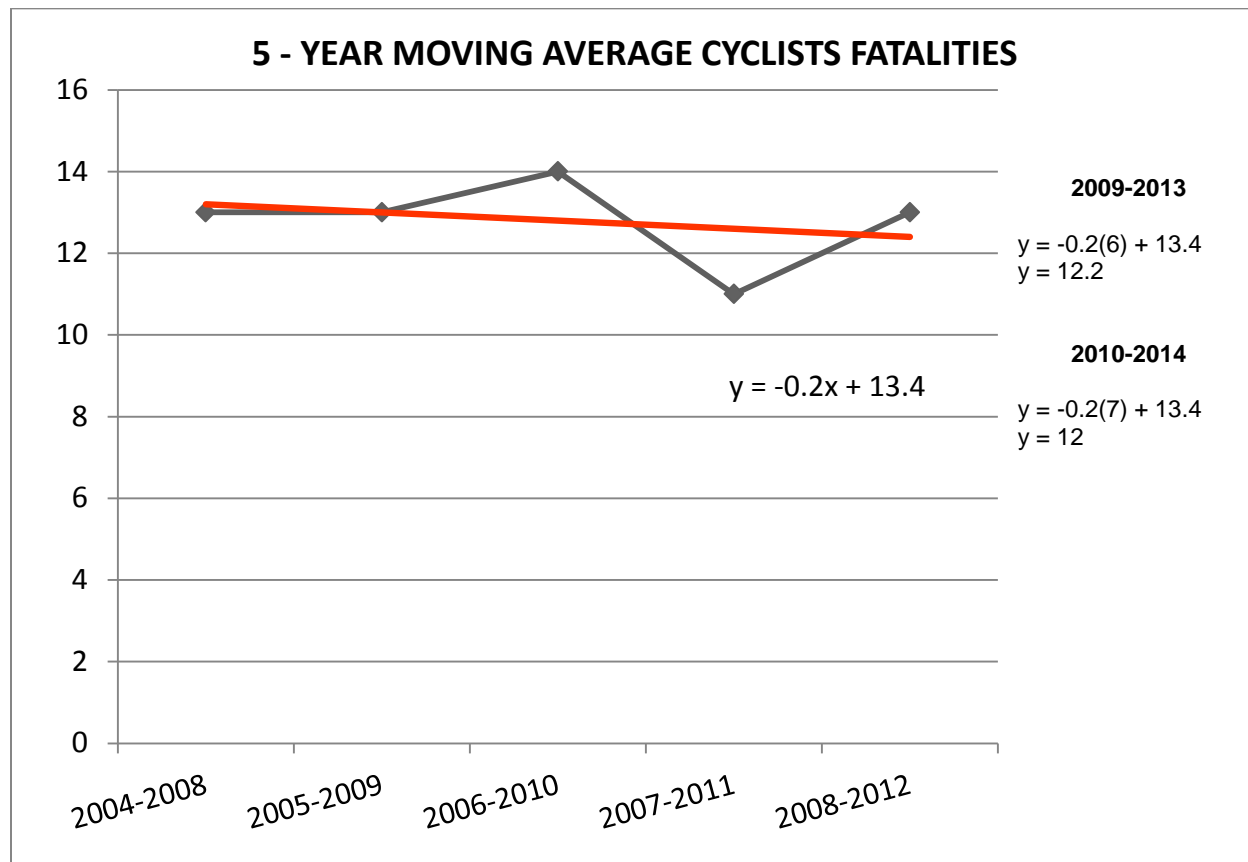


Figure 17: 5 Yrs. Moving Average Cyclists Fatalities

- To reduce cyclist fatalities using 5 year moving average from 12.4 in 2012 to 12 in 2014.

Performance Measures

- Number of non-occupants fatalities.
- Number of pedestrians fatalities.
- Number of cyclists fatalities.
- Number of people reached with the educational programs.

Projects Strategies

PS-08-01 Non-Occupant Coordinator
402PS
\$38,000.00

The coordinator will continue working implementing PRTSC strategies for the reduction of non occupant fatalities and increasing stakeholders. Will continue to participate in meetings, educational activities and events focused in commuity outreach and awareness specially among adults and older people. Participation in cyclists events will be included in edaucational and awareness events to provide information of Cyclists Bill

of Rights, proper gear and share the road. Pedestrian and cyclist safety school zone topics will be addressed in educational activities mainly in elementary school and preschools. Salary, fringe benefits, local travel expenses, supplies and equipment will be funded. Coordinator activities are based on NHTSA’s Uniform Guidelines, Guideline #14- Pedestrian and Bicycle Safety; Chapter I. Program Management.

PS-08-XX

Project “Peatón a la Vista”

402PS

\$20,000.00

Puerto Rico pedestrian fatality data has showed that most at risk age group is 63+. In order to address this serious issue, a Project will be develop in coordination with the State Office for Elderly Affairs, Municipal Office for the Elderly, Private entities to promote pedestrian safety workshops and provide retro-reflective materials to increase the ability of drivers to detect pedestrians. For 2014 Non-occupant Coordinator will develop an educational plan to implement the project in the ten municipalities and regions with most pedestrian fatalities reported. Based on Countermeasures that Work 2013, Chapter 8. Pedestrians, Section 4.3 Conspicuity Enhancement. The project will involve service providers, regional law enforcement officers among other public and private agencies. Funds will cover educational and retro-reflective materials

PS-08-02

Traffic Safety Education Park(PESET)

402PS

\$300,000.00

In order to keep educating and forming young children in traffic safety issues The Traffic Safety Education Park (PESET) in Arecibo provides classroom education and experience as a driver, pedestrian and bicyclist to 7 to 10 year olds on a replica of a typical Puerto Rican town and roads. Reservations to attend the park are made by school teachers around the island. Personnel costs for a director, educators and administrative staff, material, office supplies, equipment, travel and per diem are funded. This strategy is based on Countermeasures that Work 2013, Chapter 8 Pedestrians Section 2 - 2.1 Elementary-age Child Pedestrian Training and Chapter 9 Section 3 - 3.2 promote bicycle helmet use with education. To provide and promote correct actions based education allows children to have skills and safety awareness and all matters relating to traffic.

PS-08-03

Pedestrian Mass Media

402 PS

\$100,000.00

PI& E materials will be developed to promote awareness among pedestrians, bicyclist and drivers of their responsibilities as they share the roads. In addition, funds will provide for expenses related to special activities such as “Back to School”, “Walk to School Safely” and “Pedestrian Safety Month”. Orientation messages targeting age groups 50+ will be develop. Strategy is based on NHTSA’s Uniform Guidelines, Guideline #14, Chapter VI. Public Information and Education.

PRTSC in accordance with the 2014 Puerto Rico's Interim Strategic Highway Safety Plan will share responsibilities and efforts to:

- Educate all road users about Puerto Rico Vehicles and Traffic Law (Law #22) and recent amendments.
- Implement targeted “Share the Road” and Pedestrians Awareness campaing to provide information and enhance awareness to all road users.

TRAFFIC ENGINEERING

Program Overview

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

The island of Puerto Rico is divided into 78 Municipalities and has a surface of 100 x 35 miles. The island has a total of 16,694 roadwaymiles as of 2011. In the 2010 Census, the population of the island grew up to 3.7 million. If we compare the data from the 2010 Census and the data reported by DOT in 2011, 3,084,543, 83% of total population have a driver's license.

In Puerto Rico, main causes of fatal crashes on our roads are drunk driving and excessive speed. For this reason, the Puerto Rico Traffic Safety Commission (PRTSC) works every day in raising awareness among citizens and implementing educational and enforcement strategies in order to deal with traffic crashes. Last year (2012) the fatalities reported in the roads system reached 366 in comparison to the 361 fatalities in 2011.

The combination of Traffic Safety Engineering Program (PRTSC) & the Road Safety Audit Division of the Puerto Rico Highway and Transportation Authority (PRHTA) and other Agencies, is a good resource for the implementation and upgrade of new traffic safety strategies in the road system. These upgrade and implementations are based on data analysis and field experience. At the moment, we work together in some construction and design projects around the island and a positive impact, among road users, is being achieved using the design code and regulation established by the Federal Government like the Manual on Uniform Traffic Control Devices (MUTCS) among others. Through the reimbursement for Hazard Elimination (funds 154HE & 164HE) the development of the projects are possible. In addition, part of these funds are used to offer training and continued traffic safety specialized education regarding new regulations, construction materials and hazard reduction strategies for professional of the traffic safety field.

In addition to the responsibility with the Impact Team Program, the coordinator is a member of two other committees: the first one is as part of the steering committee of the 2014 *Puerto Rico's Interim Strategic Highway Safety Plan (SHSP)*, the second one is the *Manual on Uniform Traffic Control Devices Committee (MUTCD)*, this committee discusses topics of Road System Safety that PRHTA engineers bring into discussion to obtain a uniform responses.

Performance Goals

PERFORMANCE GOALS		
DESCRIPTION	2013	2014
To inspect and evaluate multiple road sites with reported traffic safety issues	16	24
To coordinate and promote Professional Highway Safety Education	4	6
To increase number of site visits and refer traffic safety issues to DOT	8	16
To continue monitoring and managing on-going projects	5	5
To promote replacements and up-grades of traffic control devices in the road system	4	6

***SEE PERFORMANCE GOALS BY PROJECTS STRATEGIES FOR CRASH REDUCTION.**

Performance Measures

- Number of sites visited to address and identify safety issues.
- Number of sites visited and referrals to the DOT.
- Number of inspections to monitor construction projects.
- Number of crash reductions.
- Number of traffic safety devices installed.

Projects Strategies

TE-11-02
Impact Team Coordinator
164HE
\$75,000.00

The coordinator meets regularly with PRHA and DOT engineering staff to identify and prioritize crash locations and improvements that can be implemented. Salaries, fringe benefits, materials, equipment, training costs, local and out of state travel expenses, contractual services and other related costs will be funded. Strategy is based on NHTSA’s Uniform Guidelines, Guideline # 21-Roadway Safety, Chapter I. Program Management.

**Strategies are based on NHTSA’s Uniform Guidelines, Guideline #21 Roadway Safety, Chapter III. Highway Design, Construction and Maintenance also, all PRTSC Projects take in consideration and are in accordance with strategies described in the Puerto Rico’s Strategic Highway Safety Plan, Emphasis Area-Roadway Departure.*

PR-100 MUNICIPALITY OF CABO ROJO
Project Number: AC010028 / F0001000287
\$15,000.00

After collecting and analyzing data of crashes at intersections without traffic lights at the PR-100 Km 2.75, Plan Bonito Sector, The Puerto Rico Highways and Transportation Authority (PRHTA) opted for a design to improve the safety of drivers. This design

consists in the installation of a modern traffic signal system, pavement marking, signage and safety barriers replacement "Guard Rails" in some sections. The construction part of this project was completed on August 2012. At the moment, this project is in final inspection stage and paperwork closing process.

MUNICIPALITY OF CABO ROJO					
PR-100 from Km. 2.7 to Km. 2.9					
From January 1, 2002 to January 1, 2007					
Crashes	Fatal Crashes	Injury Crashes	Total Crashes	Expected Reduction % 5Yr period	Total Reduction 5Yr period
32	0	9	41	20%	8
* Expected Crash Reduction Factor (CRF) were selected from CRF Tables.					
Table 1: Signalization Countermeasure					

To reduce total crashes from 41 to 33 by 2017.

PR-185 MUNICIPIALITY OF CANOVANAS

Project Number: AC301123 / F000003323

\$200,000.00

The Puerto Rico Highway and Transportation Authority (PRHTA) identified the location of the project as a point where the amount of traffic crashes were alarming. PRHTA developed a geometric design improvement, signage, pavement marking, and installation of raised pavement markers, among other improvement to create a more secure and efficient road for a high volume vehicles that pass through it. The construction part of this project was completed on December 2012. Currently, it is at the final inspection stage and closing paperwork.

MUNICIPALITY OF CANOVANAS					
PR-185 from Km. 0.3 to Km. 0.5					
From January 1, 2002 to January 1, 2007					
Crashes	Fatal Crashes	Injury Crashes	Total Crashes	Expected Reduction % 5Yr period	Total Reduction 5Yr period
58	0	7	65	10%	7
* Expected Crash Reduction Factor (CRF) were selected from CRF Tables.					
Multiples Table of the CRF					

To reduce total crashes from 65 to 58 by 2017.

PR-114 MUNICIPIALITY OF SAN GERMAN

Project Number: AC011416 / F000114016

\$1,250,000.00

The municipality of San Germán PR-114 (7.6-14.2 km) is considered as one of the rural roads of our system on the west-side area that reports more traffic flow. As part of the

fatal/crash data analysis, the PRHTA decided that the site/road needed a construction project to reduce number of crashes. This project consists of pavement scarification, paving, pavement marking, and signage among other safety improvements. In addition, this project is considered by FHWA, PRHTA & PRTSC as a Pilot Project because we are implementing three (3) new countermeasures (Centerline Rumble Strip, Flood Signs & All Weather Thermoplastic Paint). This project started on May 2012 and it is scheduled to be completed in 2014. At the present, there are a few miscellaneous site tasks and paperwork to be completed.

MUNICIPALITY OF SAN GERMAN					
PR-114 from Km. 7.6 to Km. 14.6					
From January 1, 2002 to January 1, 2007					
Crashes	Fatal Crashes	Injury Crashes	Total Crashes	Expected Reduction % 5Yr period	Total Reduction 5Yr period
282	3	110	395	14%	55
* Expected Crash Reduction Factor (CRF) were selected from CRF Tables.					
Table 9: Sign/Marking/Operational Countermeasure					

To reduce total crashes from 395 to 345 by 2018.

PR-167 MUNICIPALITY OF NARANJITO

Project Number: AC-000542

\$450,000.00

Several assessments made by the Puerto Rico Highways and Transportation Authority showed the need of improvement on the area. The results of evaluations created the need for a design that incorporates control devices to improve safety on this stretch of road. Both fast and cost effective implementation is to build and install two sets of traffic lights for two intersections that currently lack this tool on PR-167 road in the Municipality of Naranjito. The project is currently under construction.

MUNICIPALITY OF NARANJITO					
PR-5 with Int. PR-825					
From January 1, 2002 to January 1, 2007					
Crashes	Fatal Crashes	Injury Crashes	Total Crashes	Expected Reduction % 5Yr period	Total Reduction 5Yr period
10	0	4	14	20%	3
* Expected Crash Reduction Factor (CRF) were selected from CRF Tables.					
Table 1: Signalization Countermeasure					

To reduce total crashes from 14 to 11 by 2018.

PR-2 MUNICIPALITY OF QUEBRADILLAS

Project Number: AC-00542

\$400,000.00

This project consists of hiring consultant services that will be selected by the Puerto Rico Highway and Transportation Authority (PRHTA) to work with the geometric design and safety improvements needed for a section of this road (PR-2) between the Municipalities of Quebradillas and Isabela. This section contains enough data of traffic crashes and fatalities which supports the need for a safety improvement project. After the design phase is completed, the PRHTA will begin RFP and bidding process to contract project construction. Currently, this project is under design and expected time for completion of design stage is August 2013.

Crashes	Fatal Crashes	Injury Crashes	Total Crashes	Expected Reduction % 5Yr period	Total Reduction 5Yr period
230	6	129	365	10%	37
* Expected Crash Reduction Factor (CRF) were selected from CRF Tables.					
Multiple Tables					

This project is under design.

Highway Safety Seminars

154/164 HE

\$12,000.00

For the fiscal year 2012-2013, the PRTSC through its Traffic Engineering module will continue offering educational seminars to professionals related to road safety design and improvement. The objective is to create additional aid tools for professionals who work directly on building, maintaining and improving road safety. Training will be offered during the fiscal year.

TE-11-10

Roadside Safety Audit Team

154/164HE

\$80,000

Audit team consists of Impact Team Coordinator and PRHTA traffic engineers who conduct studies and audits to determine hazard eliminations projects to be implemented. Also, team is responsible of providing regular checks and follow up to on-going hazzard elimination projects.

New projects hazzard elimination projects are selected based on studies and data analysis. Equipment including a vehicle to transport coordinator, engineers and related staff, equipment personnel costs, materials, consulting services, local and out of state expenses, trainings and other related costs will be funded.

PAID MEDIA

Program Overview

The PRTSC's Public Relations and Communications Division focuses its media campaigns in traffic safety issues and initiatives focused on reducing fatalities and injuries due to traffic crashes. For this achievement, we work strategically integrating advertising and public relations tactics, as trends develop in the communications industry. We apply a communications strategic plan for each program addressing our targeted audience and Problem ID based on data analysis.

Focus

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

Strategies

- ♦ Frequency of the message
 - ♦ Strategic exposure on social media networks
 - ♦ Focused on target audience
 - ♦ Innovative marketing strategies to communicate traffic safety messages
 - ♦ Increase interaction with the public through traditional media and social networks
- This year we will generate paid and earned media for traffic safety initiatives and programs. It will also support several public awareness campaigns during FY2014, like the Impaired Driving Enforcement Crackdowns including Thanksgiving, Holiday, Easter, Summer and Labor Day; and Click it or Ticket (CIOT) National Mobilization enforcement campaign.

PRTSC is using social media networks as a free source to engage the target audience. As part of campaigns strategic messages, new updates and upcoming activities, are posted on Twitter, Youtube and Facebook. We will continue to use social media as one of our main platforms to spread traffic safety messages and create other social media accounts such as Instagram and Google+. Updates and improvements for our websites will continue to integrate educational tools for sub-grantees, agencies and general public to access information and statistics of traffic safety in Puerto Rico.

Contractors assist the Division in public awareness campaign in the creative concept, the production of videos, audio, print, graphic materials and digital productions, and supporting media buy plans, press relating efforts and activities. They also assist in

media monitoring related to public affairs in traffic safety. Photography and Video Services provide material to send to the Media and to document our educational efforts.

PRTSC will continue developing Partnerships to raise awareness of important traffic Safety issues. PRTSC partners represent local and state governments’ agencies, cell phone companies, nonprofit organizations, colleges and universities, insurance companies, automotive industry, among others.

Performance Goals

A review of Countermeasures That Work 2013 revealed that for each of major priority areas a mass media or communications and outreach countermeasure is included.

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

Performance Measures

- ♦ Amount of Paid Media time
- ♦ Amount of Earned Media time
- ♦ Surveys

Projects Strategies

PM- 12-01
410/405D
\$1,500,000

Impaired Driving Programs Media Plan aims efforts at Drunk Drivers, which include sobriety checkpoints publication, impaired driving enforcements efforts, awareness and education. Project 01-12 handles funds of campaign productions, such as creative concepts, art designs, educational material, banners, TV and radio ad production, among others. Through Project 12-01 paid media plans will be funded.

PM 12-02
Funds 164PM
\$350,000

Youth Impaired Driving Programs Media Plan includes efforts aimed at Young Drunk Drivers to create awareness of the consequences of drinking and driving, to promote designated drivers and to reduce alcohol related fatalities among young drivers. Project 02-18 handles funds of campaign productions, such as creative concepts, art designs, educational material, banners, TV and radio ad production, among others. Through Project 12-02 paid media plans will be funded.

PM 12-03
402PM
\$250,000

Speed, Aggressive & Distracted Programs Media Plan includes awareness campaigns about speed, aggressive and distracted drivers. Project 03-14 use funds for campaign productions, such as creative concepts, art designs, educational material, banners, TV and radio ad production, among others. Through Project 12-03 paid media plans will be funded.

PM-12-06
402PM
\$35,000

Child Restraint and Fitting Stations Media Plan includes awareness efforts for orientation on Child Restraints and to support the National Child Seat Campaign. Project 05-22 use funds for campaign productions, such as creative concepts, art designs, educational material, banners, TV and radio ad production, among others. Through Project 12-06 paid media plans will be funded.

PM 12-07 / \$80,000
Funds 402PM/405B-PM

Occupant Protection Programs Media Plan includes efforts to increase seat belt usage to support and reinforce the Occupant Protection Program including the National CIOT mobilization campaign. Project 05-04 handles funds of campaign productions, such as creative concepts, art designs, educational material, banners, TV and radio ad production, among others. Through Project 12-07 paid media plans will be funded.

PM-12-XX
402PM
\$100,000

Non-occupant Protection Programs Media Plan includes efforts to reduce pedestrians and cyclists fatalities and to increase awareness about safety in school zones. Project 08-03 handles funds of campaign productions, such as creative concepts, art designs, educational material, banners, TV and radio ad production, among others. Through Project 12-10 paid media plans will be funded.

PM-12-12 / \$45,000
402

Motorcycle Safety Programs Media Plan will raise awareness of motorcycle safety. Project 13-09 handles funds of campaign productions, such as creative concepts, art designs, educational material, banners, TV and radio ad production, among others. Through Project 12-12 will fund paid media plans.

PM 12-12S / \$50,000
405F

Motorcycle Share the Road Programs Media Plan efforts will integrate the Share the Road educational message for both motorcyclists and drivers. Project 13-09S handles funds of campaign productions, such as creative concepts, art designs, educational material, banners, TV and radio ad production, among others. Through Project 12-12S will fund paid media plans.

MOTORCYCLE SAFETY

Program Overview

During the five year period from 2008 to 2012, 268 motorcyclist fatalities occurred in Puerto Rico. The highest number of fatalities occurred in 2008 with 76 fatalities and the year with less deaths was 2012 with 45 fatalities. Motorcycle fatalities have decrease by 40% between 2008 and 2012. Historically motorcycles fatalities in Puerto Rico use to be a 25% of all fatalities, currently motorcyclist fatalities are 14% of total traffic fatalities; this shows a significant reduction in motorcyclist fatalities in the five year period. Credit should be given to Law 107, enforcement and educational efforts including motorcyclist training.

In analyzing the data, the mayor contributing factors to motorcycle crashes are: speeding, impaired riding, and lack of helmet use (specifically the DOT approved helmet). Also, more rigorous application of the training standards and licensing process.

Data analysis shows that 60% of motorcyclist fatalities occur during weekends. The day of the week with the most motorcycle fatalities in 2012 was Sunday with 15 fatalities. In addition, data shows that group age most at risk is male between the ages of 25 to 44. Alcohol-related were a factor in 35% of motorcyclists fatalities.

Our analysis of the data from year 2011 indicates fatalities by type of motorcycle are as follow:

- Sport Bikes with 21 fatalities or 57 percent of total*
- Scooters with 16 fatalities or 33 percent of total*
- Cruisers with 5 fatalities or 10 percent of total*

*Data from 2011

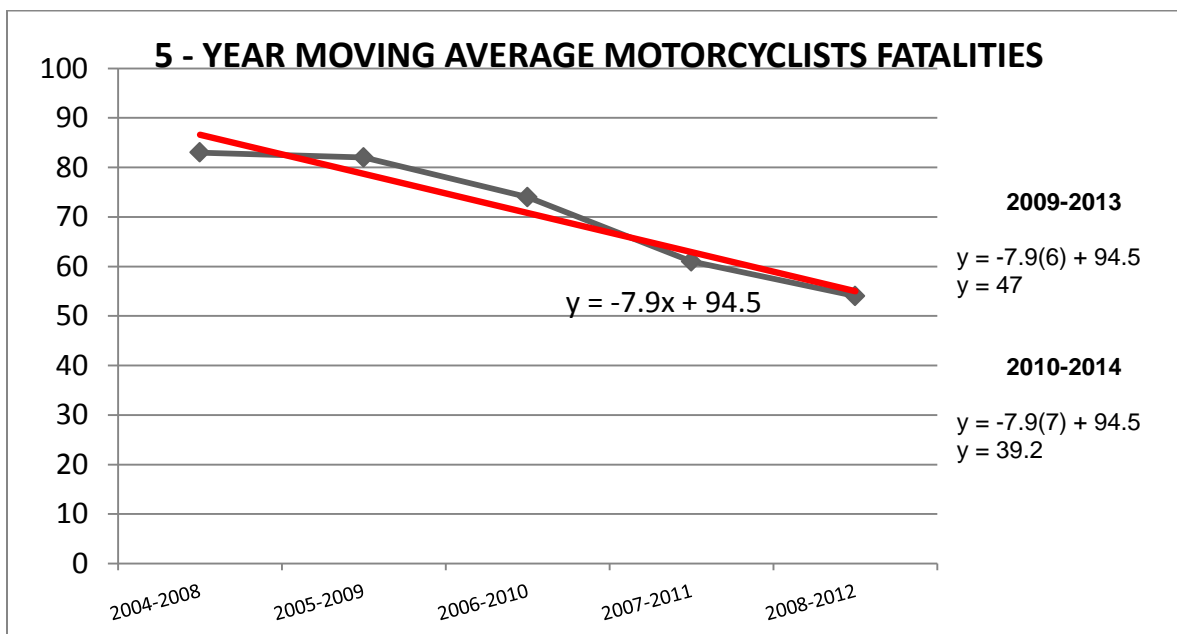


Figure 18: 5 Yrs Moving Average Motorcyclist Fatalities.

Performance Goals

- Although 5 year moving average analysis establishes a decrease trend on motorcyclist fatalities of 39 by 2014, experience has shown us that M/C fatalities fluctuate from year to year; efforts will be directed to reduce a 7% from 45 fatalities in 2012 to 42 in 2014.

Performance Measures

- Number of motorcycle fatalities
- Number of instructor examiners trained
- Number of military trained under MSF curriculum
- Number of campaigns material developed and distributed
- Number of motorcyclist trained in “ First There, First Care”

Projects Strategies

14-13-06
Motorcycle Safety Coordinator
402MC
\$75,500.00

A comprehensive Motorcycle Safety program that include public awareness, enforcement and engineering countermeasures require coordination at PRTSC level. Salary, fringe benefits, local and out of Puerto Rico travel expenses, rent, purchase and maintenance of equipment, contractual services, training cost and educational materials targeted on helmet use and proper gear, share the road and impaired riding among others motorcycle safety related issues will be funded. Coordinator is going to continue MSF Certified Rider Coach using the MSF curriculum (Basic Rider Course) to National Guard. The Motorcycle Safety Coordinator will continue to submit recommendations for increasing ranges size and uniformity. 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 on removing the helmet of an injured motorcyclist, is going to be conducted for motorcycles clubs, Police officers and to the DMV personnel in charge of motorcyclists 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.

14-13-09
Motorcycle Safety Mass Media Campaign
402MC
\$50,000.00

This project will fund the production of TV, radio and newspaper advertising. The educational material will target male from 25-44 year old riders, the use of the DOT

helmet and the proper gear to ride motorcycles. This strategy is based on Countermeasures that work 2013, Chapter 5. Motorcycles, section 4.1 Communications and Outreach: Conspicuity and protective Clothing. Motorcycle riders should wear clothing that provides both protections and visibility. FMVSS-218 HELMETS (CHAPTER 5, SECTIONS 1.1-1,3) with face shield protect the eyes from wind and foreign objects in addition to protecting the head in a crash. Share the road message campaign must be conducted to increase other drivers awareness of motorcyclist. This strategy is based on Countermeasures that work 2013, Chapter 5. Motorcycles, section 4.2 Communications and Outreach: Other Driver Awareness of Motorcyclist. Motorcycles and motorcyclist are smaller visual targets than cars or trucks, resulting in low conspicuity (see chapter 5, section 4.1). Also, drivers may not expect to see motorcycles on the road. Clarke (2007) reported that even when motorcyclist was using headlights and high-conspicuity clothing, drivers sometimes failed to notice them.

14-13-XX

Motorcycle Safety Helmets

402MC

\$10,000.00

Since 2007 the DOT helmet use is compulsory by law (107) in the Commonwealth of Puerto Rico, analyzing the fatalities and helmet use we find out that in five year period 2008 to 2012, we have 268 fatalities, a 187 was not wearing a helmet and 81 was using a helmet. That shows a 32 percent of helmet use. In some surveys we have made, we find out that the helmet use is around 80 percent although type of helmet haven't been surveyed. It will be resourceful to find out what percentage of motorcyclists helmets are DOT.

Studies conducted have shown that motorcycle helmets are highly effective in protecting motorcycle's riders heads during a crash. Research indicates that helmets reduce motorcycle riders fatalities by 22 to 42% and brain injuries by 41 to 69%. More enforcement to detect DOT or not approved helmet use will be promoted. This strategy is base on the countermeasure that works 2013, Chapter 5. Motorcycles, section 1.3 Motorcycle Helmet Law Enforcement: Noncompliant Helmets.

Although challenging, the task of motorcyclists compliance with helmet law requires creative and safe enforcement strategies to identify and cite motorcycle riders using non-compliant helmets. The objective of this project will be to train state and municipal police officers to identify noncompliant helmets and carry out enforcement. Project will fund training materials.

Impaired Riding Enforcement Project*

Will be funded with alcohol funds but will be coordinated between Impaired Driver and Motorcycle Coordinator, see impaired driving strategies.

DISTRACTED DRIVING

Program Overview

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

In Puerto Rico are 2.7 million registered cell phones. According to a 2011 study commissioned by the Puerto Rico House of Representatives, 7 out of 10 drivers questioned, reported to have a cell phone while driving. Also, 74% of those drivers who informed speaking on the cell while driving, expressed they usually speak 30 minutes or less daily. In addition, they informed receiving an average of two incoming calls and making two outgoing calls while driving in an ordinary day. According to the British weekly business newspaper *The Economist*, puertorricans are the worldwide leaders in the use of cellular phone minutes with a monthly average of 1,875 minutes. This figure is more than double the 788 minutes that average americans and seven times more than what is usually worldwide, 266 minutes.

According to United States DOT, “text messaging while driving creates a crash risk 23 times higher than driving while not distracted”. In Puerto Rico texting while driving also has proven to be a practice that is increasing. According to a study conducted by López Alequín as part of an academic requisite, 51% of female interviewed responded “yes” when asked if they text while driving, in comparison, only 47% of male responded “yes” to that same question. Another interesting fact is that 43% of interviewed female informed to generate 31 text messages or more daily and only 20% of male responded affirmative in generating 31 or more text messages daily.

A jointed education effort was conducted with PRPD according to Law 201 requirements. Over 30,000 educational brochures were distributed by PRPD and Municipalities islandwide. During the second half of 2012, PRPD issued complimentary tickets to all drivers who violated the law as

Month	Amount of PRPD Complimentary 2012 Citations
July	378
August- October	140
November- December	2,548
Total	3,066

part of the educational effort s.

Month	Amount of PRPD Citations 2013
January	3,228
February	3,036
March	3,277
April	2,994
May*	2,390
Total	14,925
*Until May 15, 2013	

Data obtained from the surveys conducted by PRTSC contractor reveal that 65% of respondents make cell phones calls while driving and 74% said they answer calls while driving. Of those surveyed, 44% said they read text messages while driving.

Performance Goals

- To decrease the percentage of people that reported making cell phone calls while driving from 64% on 2013 to 54% in 2014.
- To establish a Corporate Outreach Program in 40 State Agencies and Municipalities to address Distracted Driving and to promote and enforce policies regarding distracted driving during 2014.
- To educate the public through mass media efforts containing information about the dangers of texting or using a cell phone while driving
- To coordinate one national law enforcement mobilization targeting distracted drivers

Performance Measures

- Number of agencies and municipalities visited and oriented as part of the Corporate Outreach Program.
- Number of distracted driving tickets
- Number of educational and orientation activities conducted
- Media exposure
- Distracted driving survey.

Projects Strategies

DD-14-03
Distracted Driving Coordinator
402DD
\$9,000.00

In order to address this new issue on traffic safety the PRTSC identified a coordinator who will work with this priority area. A 15% of the salary and fringe benefits will be allocated into this project. The other 85% of the salary is allocated under project number OP-05-03 Occupant Protection Coordinator. Personnel costs, local and out of state travel, equipment, educational materials and other related expenses will be funded.

DD-14-04
Distracted Driving Employer Program
402DD/405E
\$10,000.00

Changes in drivers behavior regarding cell phone use while driving is a long and challenging process. In order to seek ways to reach people, the PRTSC will develop a Corporate Outreach Program in 40 State Agencies and Municipalities. Based on

Countermeasures that Work 2013, Chapter 4. Distracted and Drowsy Driving, Section 3.1 Employer Programs, the program will involve employers and employees to promote traffic safety and enforce Distracted Driving Law and policies to reduce distracted driving during working and personal hours. Coordination with cell phone companies will be part of working plan. Funds will cover educational materials.

DD-14-00
Distracted Driving Surveys
402DD/405E
\$75,000

A consultant will be contracted to conduct awareness, attitude and behavioral studies using telephone and roadside surveys, focus groups and other tools to help develop and measure the effectiveness Distracted/Texting Media Campaigns among target audience and others. This strategy is based on Countermeasures That Work 2013-Chapter 4 Section 2.2 Communication and Outreach on Distracted Driving.

STATE CERTIFICATION AND ASSURANCES

**APPENDIX A TO PART 1200 –
CERTIFICATION AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)**

State: Puerto Rico

Fiscal Year: 2014

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)

In my capacity as the Governor’s Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State’s application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

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

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

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

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

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

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State will provide a drug-free workplace by:

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

BUY AMERICA ACT

(applies to subrecipients as well as States)

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

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

domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

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

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

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

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

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

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

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

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

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

transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

ENVIRONMENTAL IMPACT

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

SECTION 402 REQUIREMENTS

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

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

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

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

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

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

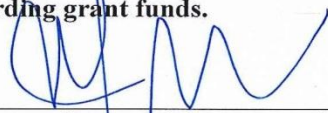
(23 U.S.C. 402(b)(1)(F))

The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

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

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.



Signature Governor's Representative for Highway Safety

7/1/2013

Date

Miguel A. Torres Díaz

Printed name of Governor's Representative for Highway Safety

COST SUMMARY

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

State: Commonwealth of Puerto Rico Date: July 1st, 2013

Program Area Previous Balance	Approved Program Costs Increase/(Decrease)	*State/Local Funds Current Balance	Federally Funded Programs	Federal Share to Local
154-AL	\$2,500,000.00			
154-HE	\$4,900,000.00			
154-PA	\$150,000.00			
154-PM	\$300,000.00			
164-HE	\$1,300,000.00			
164-AL	\$2,500,000.00			
164-PM	\$400,000.00			
164-PA	\$100,000.00			
402-PS	\$425,000.00			
402-PT	\$280,000.00	\$31,337,508.75*		
402 -PA	\$299,000.00	\$1,794,678.00		
402-CP	\$626,000.00			
402-OP	\$210,000.00			
402-DD	\$10,000.00			
402-PM	\$350,000.00			
402-MC	\$100,000.00			
410	\$1,500,000.00	\$7,702,298.00*		
408	\$1,700,000.00			
MAP-21 405b OP	\$140,000.00	\$4,682,616.25*		
MAP-21 405c TR	\$500,000.00			
MAP-21 405d AL	\$900,000.00			
MAP-21 405e DD	\$100,000.00			
MAP-21 405f MC	\$50,000.00			
MAP-21 405g GDL	\$75,000.00			
Total NHTSA	\$19,415,000.00	\$45,517,101.00		
Total FHWA				
Total NHTSA & FHWA	\$19,415,000.00	\$45,517,101.00		

*State/Local Funds included for Program Area 402-PT, 402-PA, 410 and MAP-21 405b OP are based on the 2013, since the 2014 Commonwealth of Puerto Rico, budget hasn't being approved as of 6-28-13. Inasmuch it is expected to be approved by 6-30-13 we estimated it will take one month to be distributed by Agencies Division Areas.

State Official Authorized Signature:

Federal Official Authorized Signature:

NAME: MIGUEL A. TORRES DIAZ
TITLE: GOVERNOR'S
REPRESENTATIVE FOR HIGHWAY
SAFETY

NHTSA -
NAME: _____

TITLE: _____

DATE: July 1st, 2013

DATE: _____

HS Form 217

Effective Date: _____

CERTIFICATIONS AND ASSURANCES - APPENDIX D

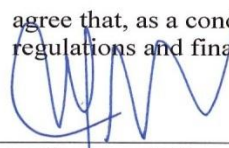
**APPENDIX D TO PART 1200 –
CERTIFICATIONS AND ASSURANCES
FOR NATIONAL PRIORITY SAFETY PROGRAM GRANTS (23 U.S.C. 405)**

State: Puerto Rico Fiscal Year: 2014

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period.

In my capacity as the Governor’s Representative for Highway Safety, I:

- certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the State’s application for Section 405 grants below is accurate and complete.
- understand that incorrect, incomplete, or untimely information submitted in support of the State’s application may result in the denial of an award under Section 405.
- agree that, as condition of the grant, the State will use these grant funds in accordance with the specific requirements of Section 405(b), (c), (d), (e), (f) and (g), as applicable.
- agree that, as a condition of the grant, the State will comply with all applicable laws and regulations and financial and programmatic requirements for Federal grants.



Signature Governor’s Representative for Highway Safety

6/24/2013

Date

Miguel A. Torres Díaz

Printed name of Governor’s Representative for Highway Safety

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. Attachments may be submitted electronically.

Part 1: Occupant Protection (23 CFR 1200.21)

All States: *[Fill in all blanks below.]*

- The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State’s planned participation is provided as HSP attachment or page # 1.1.
- The State’s occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # 1.2.
- Documentation of the State’s active network of child restraint inspection stations is provided as HSP attachment or page # 1.3 (a) & 1.3 (b).
- The State’s plan for child passenger safety technicians is provided as HSP attachment or page # 1.4 & 1.5 (a) and 1.5 (b).

Lower Seat belt Use States: *[Check at least 3 boxes below and fill in all blanks under those checked boxes.]*

- The State’s **primary seat belt use law**, requiring primary enforcement of the State’s occupant protection laws, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

- The State’s **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Requirement for all occupants to be secured in seat belt or age appropriate child restraint:

- Coverage of all passenger motor vehicles:

- Minimum fine of at least \$25:

- Exemptions from restraint requirements:

- The State’s **seat belt enforcement plan** is provided as HSP attachment or page # _____.

- The State’s **high risk population countermeasure program** is provided as HSP attachment or page # _____.

- The State’s **comprehensive occupant protection program** is provided as HSP attachment # _____.

- The State’s **occupant protection program assessment**: [*Check one box below and fill in any blanks under that checked box.*]

- The State’s NHTSA-facilitated occupant protection program assessment was conducted on _____;

OR

- The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)

Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)

- The State will maintain its aggregate expenditures from all State and local sources for traffic safety information system programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

[Fill in at least one blank for each bullet below.]

- A copy of *[check one box only]* the TRCC charter or the statute legally mandating a State TRCC is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on 6/11/2013.
- A copy of TRCC meeting schedule for 12 months following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on 6/11/2013.
- A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on 6/11/2013.
- The name and title of the State’s Traffic Records Coordinator is Luz E. Carrasquillo Valentin, Traffic Records Coordinator.
- A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on 6/13/2013.
- *[Check one box below and fill in any blanks under that checked box.]*
 - The following pages in the State’s Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages 22-23-26-27-29-30.
 - OR**
 - If not detailed in the State’s Strategic Plan, the written description is provided as HSP attachment # _____.
- The State’s most recent assessment or update of its highway safety data and traffic records system was completed on 3/22/2012.

Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)

All States:

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(i) in the fiscal year of the grant.

Mid-Range State:

- *[Check one box below and fill in any blanks under that checked box.]*
 - The statewide impaired driving plan approved by a statewide impaired driving task force was issued on _____ and is provided as HSP attachment # _____;
 - OR**
 - For the first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.
- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # _____.

High-Range State:

- *[Check one box below and fill in any blanks under that checked box.]*
 - A NHTSA-facilitated assessment of the State’s impaired driving program was conducted on _____;
 - OR**
 - For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;
- *[Check one box below and fill in any blanks under that checked box.]*
 - For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;
 - OR**
 - For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on _____ is provided as HSP attachment # _____.

- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # _____.

Ignition Interlock Law: [*Fill in all blanks below.*]

- The State’s ignition interlock law was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

Part 4: Distracted Driving (23 CFR 1200.24)

[Fill in all blanks below.]

Prohibition on Texting While Driving

The State’s texting ban statute, prohibiting texting while driving, a minimum fine of at least \$25, and increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on texting while driving:

- Definition of covered wireless communication devices:

- Minimum fine of at least \$25 for first offense:

- Increased fines for repeat offenses:

- Exemptions from texting ban:

Prohibition on Youth Cell Phone Use While Driving

The State’s youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least \$25, increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on youth cell phone use while driving:

- Driver license testing of distracted driving issues:

- Minimum fine of at least \$25 for first offense:

- Increased fines for repeat offenses:

- Exemptions from youth cell phone use ban:

Part 5: Motorcyclist Safety (23 CFR 1200.25)

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

Motorcycle riding training course:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # 5.1 Section 18 page 16.
- Document(s) showing the designated State authority approved the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # 5.1 Section 3.06 (e) page 5.
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # 5.2.
- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # 5.1 Section 3 (d) (e) page 5, Att. 5.3 Regulations page 7 (31) (32) & page 8 (33).
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # 5.9 second bullet page 1 & 2.

Motorcyclist awareness program:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # 5.1 Section 18 page 16.
- Letter from the Governor’s Representative for Highway Safety stating that the motorcyclist awareness program is developed by or in coordination with the designated State authority is provided as HSP attachment # 5.2.
- Data used to identify and prioritize the State’s motorcyclist safety program areas is provided as HSP attachment or page # 5.5 Fatalities, 5.6 Crashes & 6.0.
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment or page # 6.1.
- Copy of the State strategic communications plan is provided as HSP attachment # 5.4.

Reduction of fatalities and crashes involving motorcycles:

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # _____.
- Description of the State’s methods for collecting and analyzing data is provided as HSP attachment or page # _____.

Impaired driving program:

- Data used to identify and prioritize the State’s impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page # _____.
- Detailed description of the State’s impaired driving program is provided as HSP attachment or page # _____.
- The State law or regulation that defines impairment.
Legal citation(s):

Reduction of fatalities and accidents involving impaired motorcyclists:

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # _____.
- Description of the State’s methods for collecting and analyzing data is provided as HSP attachment or page # _____.
- The State law or regulation that defines impairment.
Legal citation(s):

Use of fees collected from motorcyclists for motorcycle programs: [*Check one box below and fill in any blanks under the checked box.*]

Applying as a Law State –

- The State law or regulation that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs to be used for motorcycle training and safety programs.

Legal citation(s):

AND

- The State’s law appropriating funds for FY ____ that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.

Legal citation(s):

Applying as a Data State –

- Data and/or documentation from **official** State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment # _____.

Part 6: State Graduated Driver Licensing Laws (23 CFR 1200.26)

[Fill in all applicable blanks below.]

The State’s graduated driver licensing statute, requiring both a learner’s permit stage and intermediate stage prior to receiving a full driver’s license, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Learner’s Permit Stage – requires testing and education, driving restrictions, minimum duration, and applicability to novice drivers younger than 21 years of age.

Legal citations:

- Testing and education requirements:

- Driving restrictions:

- Minimum duration:

- Applicability to novice drivers younger than 21 years of age:

- Exemptions from graduated driver licensing law:

Intermediate Stage – requires driving restrictions, minimum duration, and applicability to any driver who has completed the learner’s permit stage and who is younger than 18 years of age.

Legal citations:

- Driving restrictions:

- Minimum duration:

- Applicability to any driver who has completed the learner’s permit stage and is younger than 18 years of age:

- Exemptions from graduated driver licensing law:

Additional Requirements During Both Learner’s Permit and Intermediate Stages

Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency.

Legal citation(s):

Requirement that the driver who possesses a learner’s permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage.

Legal citation(s):

License Distinguishability (*Check **one box** below and fill in **any blanks** under that checked box.*)

Requirement that the State learner’s permit, intermediate license, and full driver’s license are visually distinguishable.

Legal citation(s):

OR

Sample permits and licenses containing visual features that would enable a law enforcement officer to distinguish between the State learner’s permit, intermediate license, and full driver’s license, are provided as HSP attachment # _____.

OR

Description of the State’s system that enables law enforcement officers in the State during traffic stops to distinguish between the State learner’s permit, intermediate license, and full driver’s license, are provided as HSP attachment # _____.