

PUERTO RICO HIGHWAY SAFETY PLAN FY 2015

Commonwealth of Puerto Rico
Puerto Rico Traffic Safety Commission

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Book cover photo shows Comerío's Bypass Bridge. It's located in the Municipality of Comerío, which is located in the center of Puerto Rico. It's 1.853 kilometers long and has 38 sections of concrete with steel reinforcement. It is eco-friendly as it doesn't interfere with vegetation, mountains or bodies of water.

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INTRODUCTION

The Puerto Rico Traffic Safety Commission (PRTSC) is the office in charge of traffic safety issues in Puerto Rico. Our main task is to increase public awareness by developing, promoting and coordinating programs, which help reduce crashes, injuries and fatalities on the island’s road networks.

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 16,694 roadway miles in Puerto Rico.

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. By 2013, there were 2,100,076 licensed drivers and 2,842,420 registered vehicles. 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 a tendency 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.

Print and media outlets include 24 television broadcast stations, 71 AM and 54 FM radio broadcast stations, 6 daily newspapers and 19 Regional newspapers (weeklies). Cable and satellite TV is available to most of population and internet access is well spread through the Island.

During 2013, 236,107 traffic crashes occurred in Puerto Rico resulting in 31,957 injuries reported for compensation to ACAA and 344 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.

EXECUTIVE SUMMARY

For nearly three decades, Puerto Rico has reached important accomplishments in preventing and reducing fatal crashes, serious injuries, and property damages. In fact, the Island continued to experiment a significant downward trend in traffic related collisions during the past 26 years.

In 1987 traffic fatalities reached a high 648. Since then, the Puerto Rico Traffic Safety Commission (PRTSC) with the support of other traffic safety partners, especially the Police Department, has introduced educational programs and projects that have indeed reduced traffic fatalities dramatically. Statistics reflect an all-time low of 340 in 2010, and an annual average of 367 from 2008 to 2012, the lowest for any four-year period since traffic crash data has been collected in Puerto Rico.

Key to this success has been the State Government's commitment to save lives through aggressive law enforcement and education, thus producing tremendous results in driving down the number of people dying or with serious injuries on our roadways.

Puerto Rico was the first federal jurisdiction to introduce mandatory Safety Belt Law in 1974, basically covering all occupants and seating positions in a motor vehicle. Surveys of 2013 reflected an 89.7% belt usage rate together with a 94.7% use of child restrain seat. In order to maintain such high percentages, additional efforts will be made on education and enforcement.

Other major legislation, such as reducing BAC from .15% to .10% and most recently to .08%, helped reduce alcohol related fatalities. Furthermore, an active involvement in national crackdowns has greatly contributed in lowering alcohol related fatalities to 45%, still higher than national average. In absolute numbers,

the reduction is substantial when comparing 292 alcohol-related fatalities in 1987 to 133 in 2013.

During the mid-90s, a new traffic law and executive order increasing penalties for traffic violations, successfully promoted sobriety checkpoints, along with an aggressive PI&E campaign and high-visibility enforcement, further helped attain considerable reductions in crashes and traffic fatalities.

Among non-occupants, pedestrians stand for 30% of all traffic fatalities during 2008–2013, with age group 63 and older overrepresented. Meanwhile cyclists accounted for a low 3% of total fatalities, mainly attributed to a highly effective education program on group rights and obligations.

Since 2005, proactive initiatives accounted for a reduction in motorcyclist fatalities. Passing of Law 107 of 2007 to include licensing, mandatory helmet use, proper gear, among other regulations, made it possible to achieve a 39% reduction in motorcyclist fatalities during a five-year period beginning in 2008. Motorcyclist fatalities account presently for 15% of total traffic fatalities.

Effective January 2013, Law 201 prohibits use of cell phones without a hands-free device. Further amendment to the bill is under consideration by the Puerto Rico Legislature to increase penalties from \$50 to \$250, aimed to discourage texting and other illegal practices.

Other actions, such as the recent Law 130 of 2013 prohibiting four track vehicles on roadways, a proposed amendment to the Safety Belt Law to increase penalties up to \$250 and license suspension for third time offenders, and a new law under consideration to severely penalize driving without a valid license, will certainly be useful in more traffic fatalities reductions.

The PRTSC has traditionally set goals to break down annual death tolls. For instance, out from 648 in 1987 to 344 in 2013, and less in years to come. This

entity has steadily supported enforcement efforts funding vehicles, equipment, training, and overtime.

Although the economic crisis and other challenges may have affected the PRTSC from entirely achieving its goals, with the support of SHSO, DOT and other public and private entities, the agency will double efforts to accomplish the strategic objective of increasing safety for the traveling public, stopping impaired driving, increasing safety belt use, and improving motorcycle, cyclist and pedestrian safety. The quest is not over until bottom line numbers reach historically low levels of traffic fatalities.

RELATIONSHIP AND COORDINATION WITH SHSP

The Puerto Rico Traffic Safety Commission (PRTSC) has been a close partner with the Puerto Rico Highway and Transportation Authority (PRHTA) in the development of the 2014 Strategic Highway Safety Plan (SHSP). On March 25, 2014, our Executive Director became a member of the SHSP Executive Committee. The Executive Committee was created by a Memorandum of Understanding (MOU) executed by the following Safety Partners in representation of the 4 Es' in safety:

1. Secretary of the Department of Transportation and Public Works – Chairman
2. Secretary of the Health Department (EMS)
3. Puerto Rico Police Superintendent (Enforcement)
4. Executive Director of the PRHTA (Engineering)
5. Executive Director of the PRTSC (Education)

Since then, the PRTSC has been an active supporter in the preparation of the SHSP, as depicted below:

- Participation in the SHSP project progress meetings
- Development of Communication Strategies
- Support and revision of the SHSP Safety Survey
- Planning of SHSP related activities, including the first PR Safety Summit
- Facilitator for behavioral Emphasis Areas during Safety Summit
- Sharing crash databases and related information
- Leaders for several Emphasis Area teams
- Members of the SHSP Steering Committee

A key element within the 2014 SHSP and the 2015 HSP is the integration of both plans while meeting the National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA) requirements. This integration was of great relevance during the definition of the Strategic Goals, the Performance Measures and the Performance Goals (Objectives). Several

meetings were held during the months of May and June 2014, with the purpose of synchronizing/validating the historical trends and defining the performance measures and objectives associated with the reduction of fatalities and serious injuries in Puerto Rico for those Emphasis Areas common to both plans. As a result, a common strategic goal was defined for both plans as well as their respective performance measures.

In terms of the targets (performance goals) identified in both plans, the PRTSC in the 2015 HSP considers a one-year target, based on the five-year projection included in the 2014 SHSP.

SETTING PERFORMANCE GOALS/TARGETS FOR 2015

Setting targets for year 2015 was part of a participative process between PRTSC and SHSP in order to comply with SHSP five-year plan and HSP annual plan. Historical data was reviewed, scenarios pondered; models, trends, projections and federal regulations and requirements were evaluated, discussed and debated between all parts. Finally, the trend adopted was the one considered “aggressive”; to reduce total traffic fatalities from 344 in 2013 to 300 by 2018 and to reduce serious injuries using the 5-year moving average from 6,091 in 2013 to 5,837 in 2015, resulting in a 5-year moving average of 5,456 by 2018. Fatalities reduction target established for 2018 will be a 12% reduction from 2013 total traffic fatalities.

Aligned with the 2018, 300-fatality goal, a percentage weight was given to each emphasis area, although not all SHSP emphasis areas are in the 2015 HSP. This analysis was applied in order to establish reduction pattern, provide follow up and rearrange if necessary.

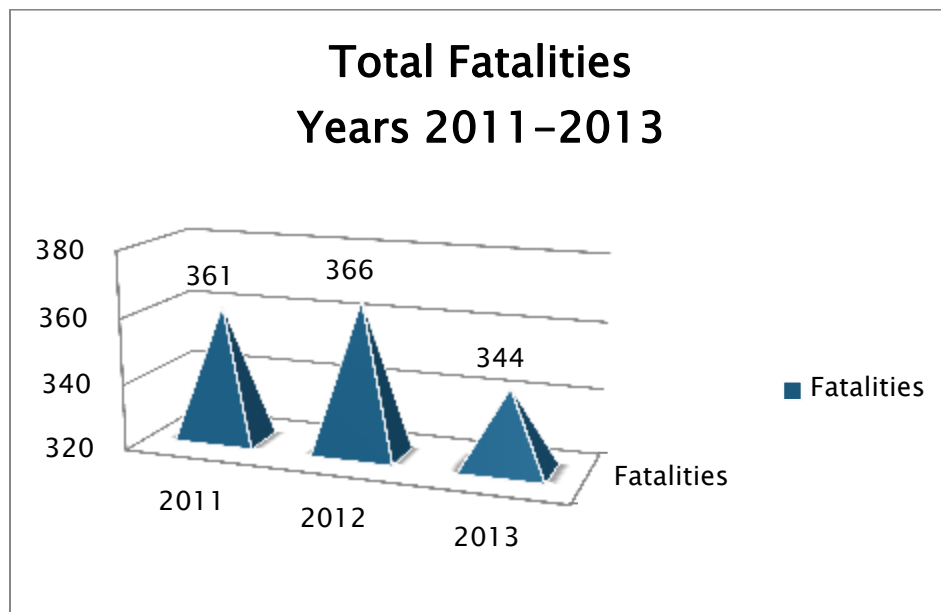


Figure 1: Total Fatalities Years 2011-2013

2015 Overall Fatality Target

To reduce the 5-year moving average of total traffic fatalities from 344 in 2013 to 327 in 2015, resulting in a 5-year moving average of 300 or less by 2018.

Impaired Driving	To reduce the 5-year moving average of Alcohol Impaired Driving fatalities from 104 in 2012 to 99 in 2015, resulting in a 5-year moving average of 92 or less by 2018.
Youth Impaired Driving	To reduce the 5-year moving average of Youth Alcohol Impaired Driving fatalities from 20 in 2012 to 19 in 2015, resulting in a 5-year moving average of 19 or less by 2018.
Occupant Protection	To reduce the 5-year moving average of unrestrained occupant fatalities from 126 in 2013 to 122 in 2015, resulting in a 5-year moving average of 118 or less by 2018.
Speeding and Aggressive	To reduce the 5-year moving average of speeding related fatalities from 149 in 2013 to 138 in 2015, resulting in a 5-year moving average of 129 or less by 2018.
Pedestrian	Five-year moving average establishes 91 pedestrian fatalities for year 2015, however, based on past experience, an increasing demographic reduction and a probable reduced VMT, PRTSC intends to reduce pedestrians fatalities from 87 in 2013 to 82 in 2015 (5%).
Cyclist	Five-year moving average establishes 11 cyclists’ fatalities for 2015; PRTSC intends to maintain the 11 cyclist fatalities as the 2015 goal.
Motorcyclist	Five-year moving average establishes 43 motorcyclists fatalities for year 2015, based on experience, a demographic reduction and a probable reduced VMT, PRTSC intends to reduce motorcyclists fatalities from 40 in 2013 to 38 in 2015.

2015 Overall Serious Injury Target

To reduce total traffic serious injuries using the 5-year moving average from 6,091 in 2013 to 5,837, resulting in a 5-year moving average of 5,456 or less by 2018.

PROCESS DESCRIPTION

Puerto Rico Traffic Safety Commission is the main agency in charge of traffic safety education on the island. All education efforts made by the agency are directed towards the prevention of crash fatalities and injuries. PRTSC administrates federal funds provided by NHTSA for establishment of programs such as educational campaigns, roadway projects for hazard elimination, crash analyses and data collection improvement and law enforcement.

PRTSC’s Planning Division leads the task of administrating and allocating these federal funds in projects. The Division manages eight (8) educational/emphasis programs which administer various projects, both internal and external.



The HSP document has to be prepared annually by the PRTSC to inform the federal government of projects that will be funded through the various Federal Funds Sections available. This document also identifies road safety problems through statistical data. This data is analyzed and evaluated to justify project

proposals submitted to the agency for approval. All procedures are well documented, following law and federal regulations (MAP–21).

PRTSC receives annually approximately sixty (60) proposals for approval, for an approximate sum of \$10 M. These proposals are closely evaluated by the Planning Division; they are given a punctuation based on its content and justifiability. After evaluation, all proposals must comply with at least the minimum score to be considered for approval. Those that don't comply with minimum requirements are returned to the proponents with applicable comments to be reviewed and, if possible, for resubmission. Shown below, is the process by which proposals go through for approval.



After proposal is approved by the NHTSA, a contract is sent to the proposer for signature and final agreements. All proponents are responsible of fulfilling their objectives and activities as they were established on the proposal. Project coordinator, monitors and LEL meet with the proponents regularly to evaluate each project's performance and correct any deficiencies.

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. All analyses for HSP 2015 were based in FARS 2011–2013 data, ACAA 2011–2013 data and CARE System data 2007–2009, 2012.

PRTSC, as a member of the Executive Committee and stakeholder of the 2015 Puerto Rico’s Strategic Highway Safety Plan, has incorporated some strategies to its Program Areas in accordance to the Emphasis Areas of the SHSP in order to maximize resources and to develop a coordinated effort towards improving traffic safety in our Island and to comply with MAP–21. In addition, NHTSA’s Uniform Guidelines, Countermeasures that Work 2013 were a resourceful tool for strategies development. Also, positive past experiences with projects, laws and regulations multidisciplinary approaches, 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 restrain devices.
- Projects focused on young drivers as to how alcohol impaired 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

When analyzing crash data during 2009–2013 period, we can observe the total crashes for 2013 was 236,107 and for 2009 was 210,721, this represents a 11% increase. In addition, when analyzing crashes by serious injuries, we can observe there was a reduction of 6,791 injured. However, the biggest reduction of 10% was observed during the 2012–2013 period.

TRAFFIC CRASH TRENDS					
Indicator	2009	2010	2011	2012	2013
Registered Vehicle	3,026,815	3,020,455	3,084,543	4,500,941	2,842,420
Licensed Drivers ⁽¹⁾	2,628,207	3,102,941	3,619,499	2,991,904	2,100,076
Roadway Miles ⁽²⁾	16,680	16,693	16,694	17,387	Not Available
VMT ⁽³⁾	190.1	185.7	183.9	181.8	Not Available
Total Crashes ⁽⁴⁾	210,721	202,335	190,170	232,012 ^(4*)	236,107 ^(4*)
Total Injuries ⁽⁵⁾	38,748	37,396	35,592	35,219	31,957
Fatal Crashes	343	330	343	354	314
Total Fatalities	365	340	361	366	344
Fatality Index	1.92	1.83	1.96	2.01	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 Compensation Administration (ACAA).

Figure 2: Traffic Crash Trends Years 2009–2013

When analyzing fatal crashes tendencies for the 2009–2013 periods, we observe a 8% reduction, from 343 in 2009 to 314 in 2013.

When we observe fatalities during this five–year period, it is noted that 2012 was the year with most fatalities, with 366 in total. However, during 2013 there was a 6% reduction when compared with 2012. Nonetheless, 2010 continues to be the year with the least amount of traffic fatalities with 340.

In 1987, 648 traffic fatalities occurred in Puerto Rico, the highest year documented. Since then, the trend has been of continued reductions in spite of increases of population, vehicles, roadways, and drivers. Fatalities have been around the 350s for the past five years, effective problem identification and strategies and implementation is needed to achieve further reductions.

As for the present, several challenges defy our objectives: a severe economic crisis, demographic changes and agencies restructuring that will take some time to adjust but over tenacity will prevail in order to inherit better and safer roads to future generations. That is our commitment!

FOR FURTHER PROBLEM IDENTIFICATION INFORMATION PLEASE REFER TO PROBLEM ID 2015 HANDBOOK

EVIDENCE BASED TRAFFIC ENFORCEMENT PROGRAM

✚ Analysis of injury and fatal crashes

- ✓ 2012 and 2013 Fatality Analysis Reporting System (FARS) Database
- ✓ 2002-2009, and 2012 Critical Analysis Reporting Environment (CARE) Database

Since 2002, a general downward trend in fatal and injury crashes has been shown. Furthermore, the declining trend is more prominent for fatalities. Although the annual crash frequency increased from 2002 to 2005, the crash trend began to reduce again in 2005.

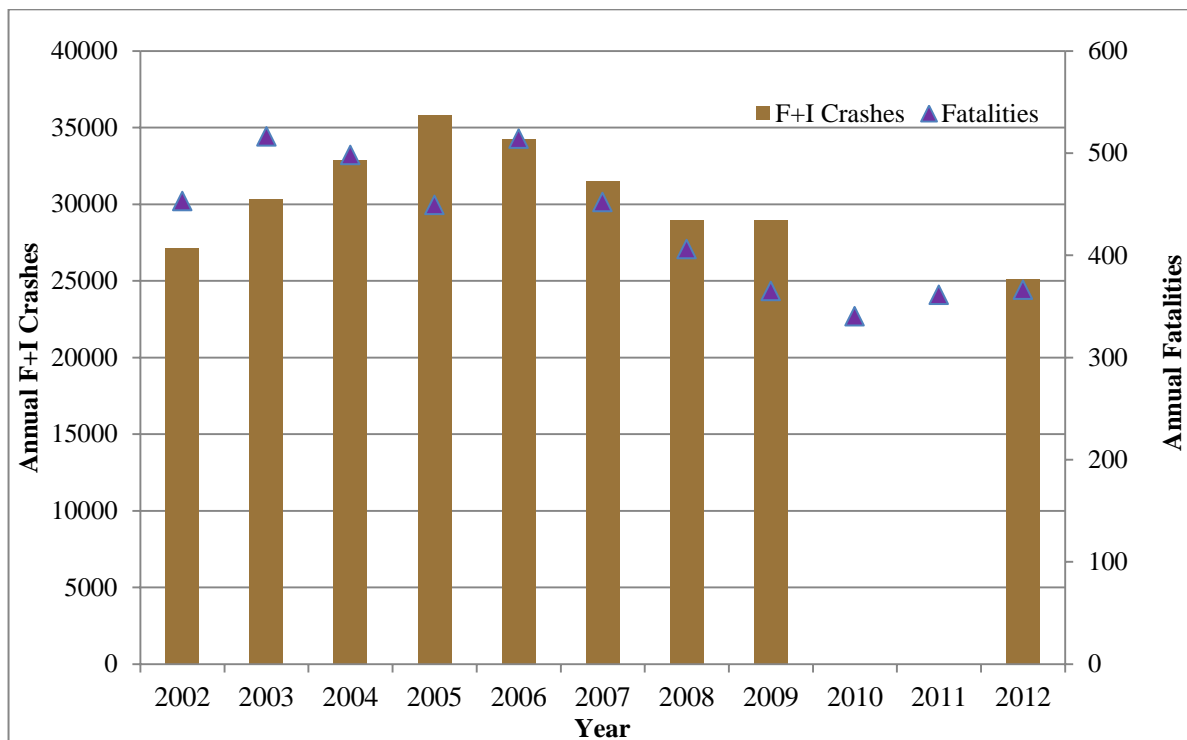


Figure 3: Annual Injury + Fatal Crashes Statistics by crash severity 2002-2012

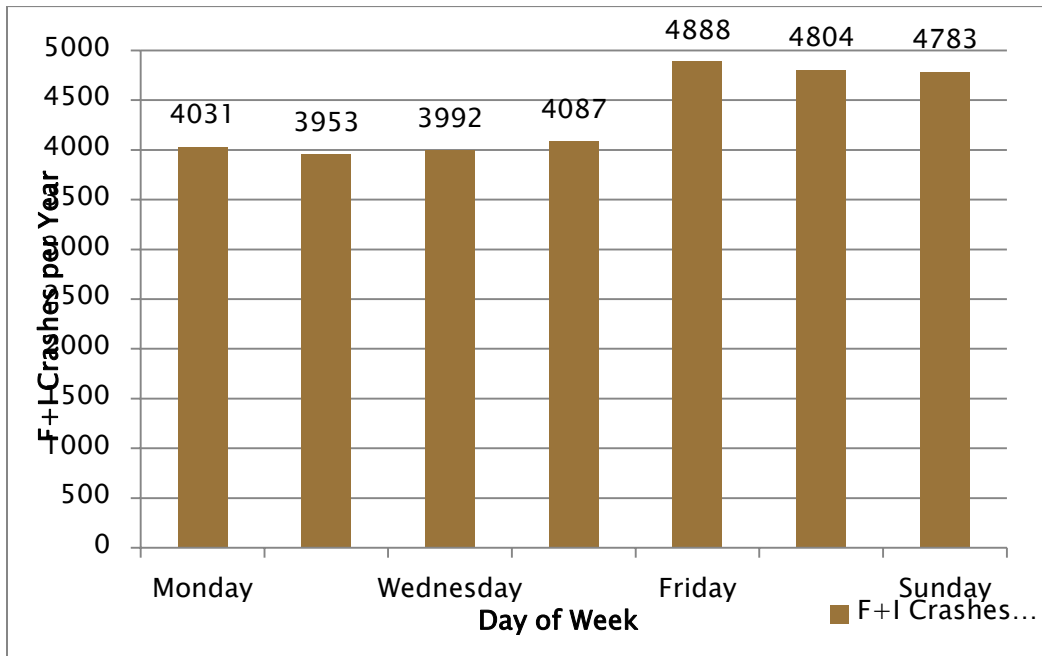


Figure 4: Average Annual F+I Crashes By Month (2007-2009, 2012)

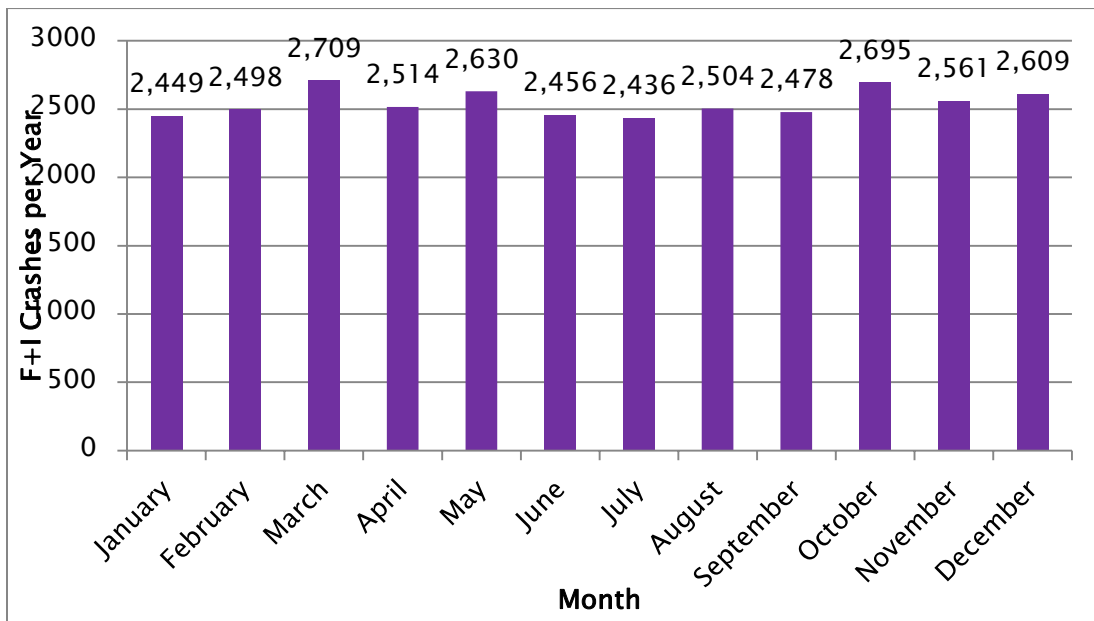


Figure 5: Average Annual F+I Crashes By Month (2007-2009, 2012)

When analyzing fatal and injury crashes numbers, results show that March, October and May were the months with the highest frequency of crashes with approximately 200 more crashes than the average month. Possible reasons for this could be the number of special events held during these months: Inter-University Sport Games “Justas LAI” and Spring Break, which promote a large scale sporting and party events of thousands young people. Certainly Easter week, which occurs close to the aforementioned sporting event, serves as a spring break for young and adults and inland traveling its at ones of it yearly peaks. A tendency for more alcohol consumption, DWI and speeding can be noticed. Traditionally, Alcohol Impaired Driving enforcement and education mobilization has helped control what could have been a period of traffic disasters. In Puerto Rico May marks the beginning of summer vacations: a time for celebration, proms, parties with a highly anticipated, Memorial Day Weekend and almost everybody heads to the beach and/or indulge in summer activities. In October, music concert season is at its peak, Halloween celebrations frequently occur throughout the whole month, often during nighttime, which could contribute to the increase in crash frequency.

Crash frequency analysis showed a significantly high during weekends (Friday, Saturday, and Sunday) compared to the rest of the week. Each weekend day experienced an average of 800 more crashes than the regular weekdays. Possible contributing factors are the urban spread of the San Juan Metropolitan Area, which includes 13 municipalities. This area includes the most relevant public and private central business districts of the Island. In addition, San Juan, being the capital of Puerto Rico, is the biggest and most populated city of the island generating millions of trips per year, especially during weekends where the main entertainment centers are located. Even though the city and surroundings municipalities have transit and intermodal services available, such as *Tren Urbano*, Public Bus Transit Systems and the Aqua-Expreso Public Ferry

Services, the private vehicle is preferred over any other transportation mode. Other possible causes, for further analysis, for fatal and injury crashes during weekends include the use of alcohol during non-working days, the lack of experience traveling on non-familiar routes (internal tourism), speeding and very visibly use of cell phones while driving, among all age groups, and/or a combination of all.

In Puerto Rico, traffic data shows that primary and secondary state roads combined experienced over 60% of all fatal and injury crashes which is expected because most of the traffic is concentrated on these facility types. Crash statistics by age group and population based on 2010 US Census data revealed that for years 2007–2009 and 2012 annual fatal crashes per million population were found to be highest for drivers in the age group ranging from 18 to 24 years. Risky behavior among this age group puts them on an unsafe position regarding traffic safety.

Crash Statistics by Drivers Age Group and Population					
Age Group (yrs)	Population (in Millions)	Fatal Crashes per Year	F+I Crashes per Year	F+I Crashes per Million per Year	Fatal Crashes per Million per Year
0-17	0.90	6	333.25	368.9	6.1
18-24	0.38	93	7,221.50	19,248.4	248.6
25-34	0.49	94	6,726.75	13,663.0	190.9
35-49	0.73	74	6,384.00	8,727.1	101.5
50-64	0.68	48	3,835.50	5,628.0	70.4
65+	0.54	32	1,987.50	3,667.0	58.1
Unknown	--	37	2,130.50	NA	NA

Figure 6: Crash Statistics by Drivers Age Group and Population

As crashing related factors and severity continues to be associated with speeding and aggressive driving, unrestrained occupants and unhelmet motorcyclists; injury and fatal crash data is detailed:

- Seatbelt

Following table provides statistics on seatbelt usage in fatal and injury crashes by year. About one-third of all fatal crashes involved unbelted drivers, while less than 10% of all injury crashes involved unbelted drivers. From these statistics, it can be concluded that crashes involving unrestrained drivers are most often severe. The table shows that a very high percentage of drivers were restrained, which is consistent with the results from the behavioral studies conducted by the TMC Qualitative (TMCQ) in 2013.

YEAR	FATAL				INJURY				TOTAL F+I CRASHES	% of Fatal Crashes Involving Unbelted Drivers	% of Injury Crashes Involving Unbelted Drivers
	Unbelted	Belted	Unknown	Total	Unbelted	Belted	Unknown	Total			
2007	146	257	48	451	4,385	24,687	1,955	31,027	31,478	32%	14%
2008	107	232	49	388	3,266	23,234	2,080	28,580	28,968	28%	11%
2009	106	192	47	345	2,668	23,843	2,073	28,584	28,929	31%	9%
2010	118	196	34	348	2,047	20,929	1,777	24,753	25,101	34%	8%

Figure 7: Statistics on Seatbelt Usage in F+I Crashes

- Speeding and aggressive driving

Fridays experienced more than 2,000 crashes involving speeding/aggressive drivers per year. Additional resources to curb aggressive driving (i.e., through enforcement) during weekends, especially on Fridays, might help to reduce the potential for crashes involving aggressive drivers. Males were found to be involved in a disproportionately high number of crashes resulting from aggressive driving, as they were involved in 1.83 times more crashes than female aggressive drivers were.

Speed/Aggressive Driving 2007–2009, 2012

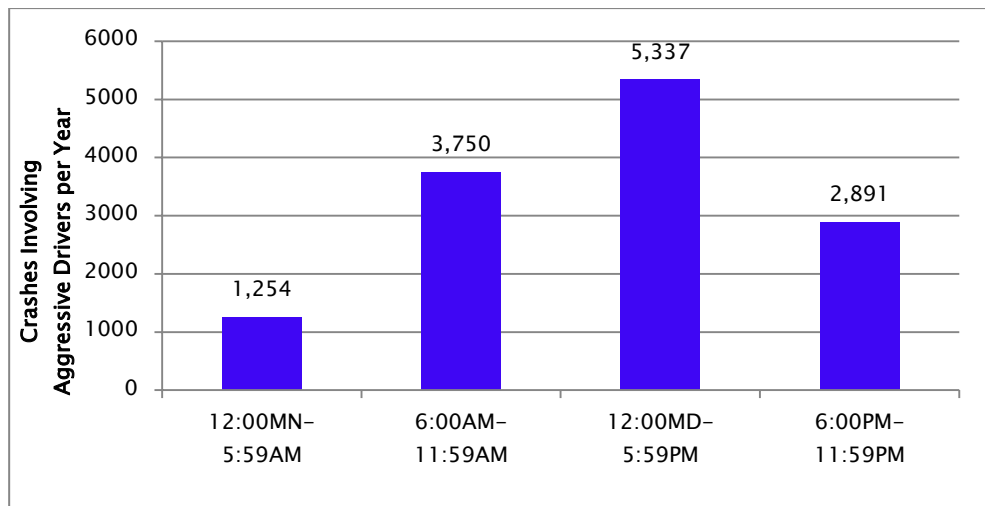


Figure 8: Average Annual Crashes Involving Aggressive Driving by Time of Day

*A complete description of traffic fatal crashes including alcohol impaired driving is detailed in the Problem ID 2015 – Handbook.

High Risk municipalities are listed, by ranking and Police regions, from the most to the least for injury and fatal crashes. A detailed list with population, injury crashes and fatalities are included as an appendix (See pages 121–122).

YEAR 2012 DATA	
INJURY CRASHES RANKING REGIONS	FATALITIES RANKING REGIONS
1ST BAYAMON	1ST BAYAMON
2ND SAN JUAN	2ND PONCE
3RD CAGUAS	3RD ARECIBO
4TH PONCE	4TH AGUADILLA
5TH ARECIBO	4TH SAN JUAN
6TH AGUADILLA	5TH CAGUAS
7TH MAYAGUEZ	6TH CAROLINA
8TH CAROLINA	7TH MAYAGUEZ
9TH GUAYAMA	8TH GUAYAMA
10TH AIBONITO	9TH HUMACAO
11TH FAJARDO	9TH FAJARDO
12TH UTUADO	10TH AIBONITO
13TH HUMACAO	11TH UTUADO

Figure 9: F+I Crashes Rank by Municipality – Year 2012

YEAR 2013 DATA	
INJURY CRASHES RANKING REGIONS	FATALITIES RANKING REGIONS
1ST BAYAMON	1ST BAYAMON
2ND SAN JUAN	2ND PONCE
3RD CAGUAS	3RD MAYAGUEZ
4TH PONCE	4TH SAN JUAN
5TH ARECIBO	5TH CAGUAS
6TH AGUADILLA	6TH ARECIBO
7TH MAYAGUEZ	7TH GUAYAMA
8TH CAROLINA	8TH AGUADILLA
9TH GUAYAMA	8TH HUMACAO
10TH AIBONITO	9TH CAROLINA
11TH FAJARDO	10TH FAJARDO
12TH UTUADO	11TH AIBONITO
13TH HUMACAO	12TH UTUADO

Figure 10: F+I Crashes Rank by Municipality – Year 2013

Alcohol-impaired driving fatality data for calendar years 2011–2012 shows that total impaired driving fatalities were 104 in 2012 and 103 in 2011, indicating a .9% increase in the two years period. Driving while alcohol impaired still represents 28% of total traffic fatalities. Injury crashes data related to alcohol impairment is not accurate (underrepresented due to lack of BAC information on police reports). However, improvements regarding this matter will be one of many tasks to improve by training and the supervision that will be provided by the two Police Captains who will be general supervisor for 11 police regions each. Other important information regarding alcohol impaired driving:

- For years 2011 and 2012 an average of 59% of all drivers fatalities were alcohol impaired.
- For years 2011 and 2012 an average of 77% of all alcohol impaired drivers killed were unrestrained.
- For years 2011 and 2012 an average of 63% of alcohol-impaired motorcycle riders killed were unhelmeted.
- For years 2011 and 2012 an average of 67% alcohol impaired driving fatalities also presented a speeding factor.
- For years 2011 and 2012 an average of 38% of motorcyclists fatalities were alcohol impaired.

After analyzing this and other traffic behavior and factors it is concluded that speeding, alcohol impaired driving and occupant protection are correlated and are the main contributor factors for injury severity and fatalities.

Resources and Enforcement Projects

- Puerto Rico Police Department– A General Order is expected to be signed by the Superintendent, re-establishing the functions and new responsibilities of the Bureau of Traffic, Highways, Roads and Urban Train System within the PRPD. The Bureau will established a well-defined chain of command and intensive supervision to achieve administrative and programmatic objectives.

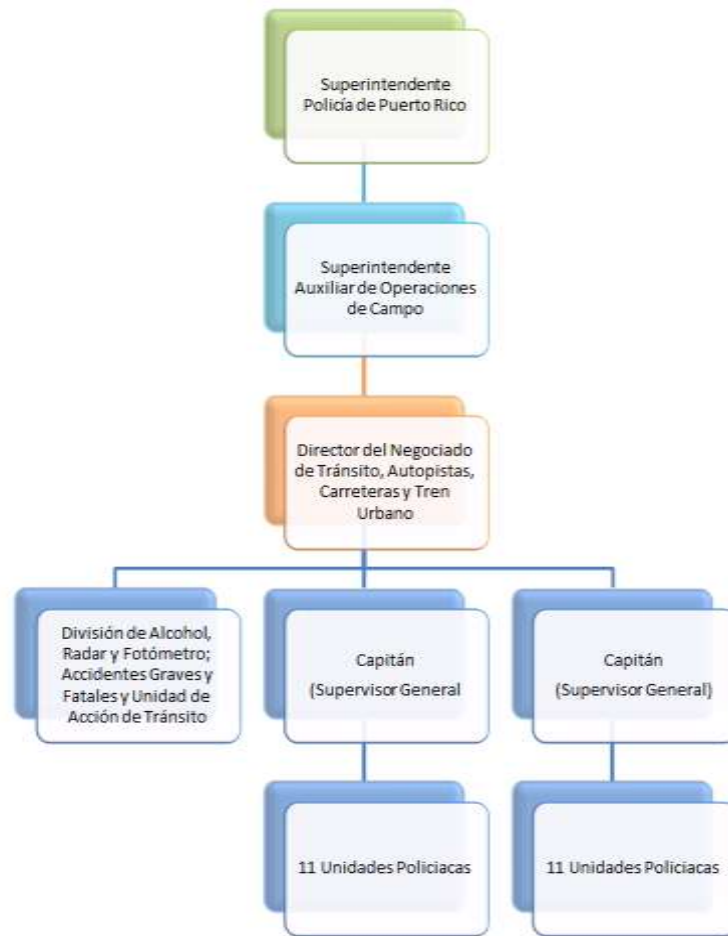


Figure 11: Bureau of Traffic Highway, Roads and Urban Train System Organizational Structure

- Municipal Police– Working with most Municipal Police continues to be challenging due to staff and economic constraints, municipal priorities and plans. Data driven approaches and traffic enforcement performance still represent a puzzling matter for most. This unavoidable issue has to be addressed by PRTSC in order to move forward and improve traffic safety while strengthening enforcement efforts through the island. Primarily, PRTSC will conduct an informal survey to document the Municipal Police views towards factors that affect traffic safety, internal resources, willingness to join the safety commitment, setting

targets, performance, data collection and analysis, resources, equipment and trainings. A report of findings will be completed and presented to the PRTSC Executive Director, LEL, Program Coordinators and participating municipalities. Findings will aid PRTSC in designing and funding enforcement plans, trainings and projects within municipality police.

- Agencies– Much has been written about the importance of traffic safety partners. In Puerto Rico, Municipal Police, PRPD, DOJ, DOH, Courts Administration and DOT have to work together in a daily basis, if changes and improvements on traffic safety are aspire. New laws and regulations, staff and resources limitations and budget constraints that affect one, also affect the other. This puts PRTSC in a position of recognizing and addressing those issues by promoting and funding projects that will help agencies achieve targets of reduction in crash fatalities and injuries.

✚ **Enforcement projects**– Countermeasures were selected based on needs assessment toward improving traffic safety services. Strategies will support these efforts by providing equipment, training, enhance crash data collection, accuracy and analysis that will aid in achieving HSP goals.

- ✓ Impaired Driving Enforcement Equipment Program– funds for equipment to enhance impaired driving enforcement efforts will be provided. The equipment to be purchased will include preliminary breath testing mouthpieces, Intoxilyzers 9000, mouthpieces, and maintenance and replacements parts and supplies to be placed in the PRPD traffic regions.

- ✓ DWI Overtime– overtime to participate in Alcohol National Crackdowns and mobilizations will be funded for PRPD’s 13 police regions and approximately 12 Municipal Police. Municipal Police were selected using population, fatalities, and past performance criteria.
- ✓ Chemical Analysis Unit – project will provide funding for blood tubes, contractual services, office and educational supplies, training, and local travel costs for the professionals.
- ✓ Impaired Driving Prosecution Unit– Project will fund intensive training plan, DWI seminars and conferences will be provided to state’s prosecutors. Costs related to trainings, training materials, contractual services, and a DWI Coordinator, to ensure program coordination, development, and implementation, will be funded.
- ✓ Alcohol Impaired Driving Evaluation and Analytical Support Program– Performance based approach to reduce alcohol impaired driving crashes, injuries, and a fatality requires appropriate data and technical skills. PRTSC will contract a data analyst specialist to develop an imputation method to estimate missing blood alcohol concentration results for crashes and injury crashes.
- ✓ Impaired Riding Enforcement– 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 towards this issue.
- ✓ Police Training Program– project will provide funds for officers training in areas such as DWI interventions and proper use of equipment, report writing and testimony, SFST. Training professional, materials and costs will be funded.
- ✓ FIESTA Projects– reached college campus targeting a population with high–risk behavior. Statewide youngsters and young adults will be reached using peer–to–peer approach, motivation and information related to not to drink and drive or to ride with a designated driver.
- ✓ Law Enforcement Liaisons and Programs Coordinators, Monitors– although separate projects; Coordinator, Monitors and LEL will

collaborate with PRPD and Municipal police by providing follow ups, analyzing performance, expenses and recommending changes and or adjustments to enforcement plan. These are recognized by NHTSA as effective resources to maintain enforcement projects inform, aware and to provide follow up.

- ✓ Speed Enforcement Equipment– radars and related equipment and maintenance for PRPD will be funded.
- ✓ CIOT Overtime– two overtime campaigns will be conducted targeting unrestrained occupants since seat belt use percentage had decrease.
- ✓ Backlog 3 and other data projects– Updated Input Traffic Crash Data– funds will be provided to contract 7 employees to work in the Crash and Accident Analysis Office within of the Department of Transportation to Public Works.

 **Evaluation and Follow Up**

There are many ways to provide follow up and evaluate progress. Most commonly use will be:

1. Performance reports (monthly or quarterly)
2. Overtime Mobilization Performance reports, region’s reports and supporting documents
3. Enforcement or Breakdowns or Working plans
4. Meetings
5. Equipment inventory
6. Project files
7. Training agenda and assistance
8. Quotations, PO, invoices, fund requests
9. Time & assistance sheets
10. Monitor, LEL and Coordinator reports

DEVELOPING PROGRAM GOALS

The development process in selecting the strategic goals, performance measures, and targets (performance goals) for the HSP 2015 was carried out in close coordination and in full agreement with the PR SHSP 2014. The strategic goal of both plans is to reduce fatalities and serious injuries related to traffic crashes on the roads of Puerto Rico. The performance measures included as part of both, the HSP and the SHSP, consider the five-year moving average for the PR Overall Performance and for the behavioral Emphasis Areas included in both plans (i.e., Alcohol Impaired Driving, Aggressive (speeding) Drivers, Young (15–20) Drivers, Vulnerable Users and Occupant Protection (seat belt use)). The PRHTA and the PRTSC teams met on several occasions to reach an agreement in terms of the SHSP objectives (performance goals).

The selection of the targets (performance goals) was a two-step process. First, an overall target (performance goal) was determined for Puerto Rico. Then, the target for each Emphasis Area was selected based on the overall performance goal for Puerto Rico and the percent contribution of that Emphasis Area. For selecting the overall targets for Puerto Rico, the following elements were considered:

- 1 Public Policies
- 2 Ongoing Safety Projects/Actions/Initiatives
- 3 Historical Trends for Fatalities and Serious Injuries
- 4 The anticipated success in reducing Fatalities and Serious Injuries after the implementation of the selected strategies (as evaluated by Emphasis Area teams)

Although the HSP and SHSP are structured as one and five year plans, respectively, their performance goal and targets are fully aligned and compatible. The consistency in both of these plans was achieved as a result of close coordination and collaboration between the PRTSC and the PRHTA. This relationship will continue to strengthen over time to ensure that their overarching and mutual goal of reducing the frequency of traffic crash related fatalities and serious injuries is attained.

Puerto Rico NHTSA Core Performance Measures FFY 2015 Highway Safety Plan						
	2009	2010	2011	2012	2013	2015 Goal
Total Traffic Fatalities (FARS)	365	340	361	366	344	327
5-year moving average	398	393	389	384	350	
Serious Traffic Injuries (ACAA)	7,122	5,838	7,042	5,365	5,090	5,837
5-year moving average	Not Available	Not Available	7,158	6,541	6,091	
Traffic Fatalities VMT (FARS & FHWA)	190.1	185.7	183.9	181.8	Not Available	174.2
Unrestrained Occupant Fatalities	151	109	120	112	126	122
5-year moving average	143	138	133	128	94	
Impaired Driving Fatalities	109	98	103	104	75*	94
5-year moving average (Alcohol Related)	148	128	107	99	97	
Speed-Related Fatalities	156	135	138	144	149	138
5-year moving average	197	180	162	145	127	
Motorcyclist Fatalities	53	45	49	49	40	40
5-year moving average	110	71	63	55	42	
Unhelmeted Motorcyclist Fatalities	36	37	34	34	23	23
5-year moving average	53	48	43	39	30	
Drivers Age 20 or Young Involved in Fatal Crashes	13	22	26	19	20	18
5-year moving average	37	34	31	24	16	
Pedestrian Fatalities	109	101	111	112	87	82
5-year moving average	133	125	118	110	95	
Bicyclist Fatalities	17	15	7	16	11	11
5-year moving average	12	10	12	13	12	
Observed Seat Belt Use	90.6%	No Survey	91.9%	90.2%	89.7%	91.0%
Areas tracked but no goals set						
Seat Belt Citations	215,172	199,699	181,777	223,853	206,830	Not Available
DWI Arrests	12,363	9,099	8,179	8,070	8,573	Not Available
Speeding Citations	203,589	173,015	164,387	147,639	148,599	Not Available

*Preliminary Data

ALCOHOL-IMPAIRED DRIVING

Program Overview

Historically, Puerto Rico Traffic Safety Commission efforts have been made to educate citizens about alcohol impaired driving. Forty two years after the PRTSC’s creation, reducing the number of alcohol impaired driving fatalities remains a safety priority. 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. Currently, a lot of public discussion has been generated regarding lowering BAC in drivers to .05%. Much has been done, but still Puerto Rico ranks among the highest in alcohol impaired driving fatalities in the nation.

According to NHTSA Fatality Analysis and Reporting System, FARS, in 2012, 104 alcohol impaired driving fatalities occurred. This indicates a .9% increase from 2011 to 2012. Still, impaired driving fatalities represent 28% of total traffic fatalities.

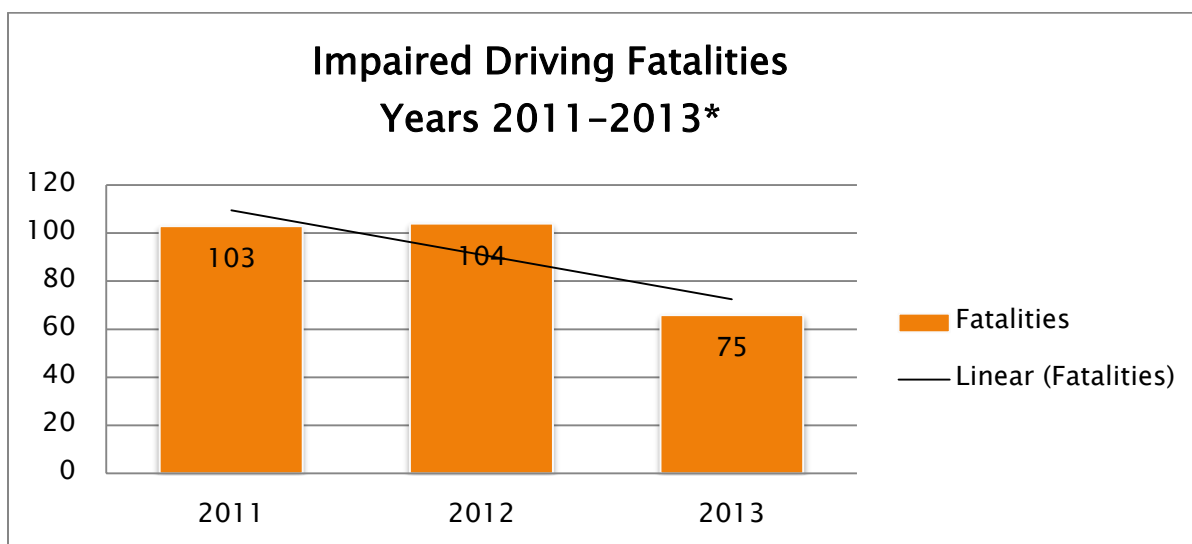


Figure 12: Impaired Driving Fatalities Years 2011–2013

When analyzing impaired driving fatalities profile characteristics for the three year average, 2011–2013, we found:

- 94% alcohol impaired driving fatalities were male
- 54% of impaired driving fatalities were in the 25–49 years group, followed by age group 15–24 with 19%
- Weekends reported most alcohol impaired driving fatalities
- 80% of impaired driving fatalities occurred from 6:00PM–6:00AM
- Similar numbers are observed in every month, March and May show the highest followed by summer months
- Most impaired driving fatalities have occurred on primary roads.
- 59% of all driver fatalities were alcohol impaired.
- 77% of all alcohol impaired drivers killed were unrestrained.
- 63% of alcohol impaired motorcycle riders killed was unhelmeted.
- 67% alcohol impaired driving fatalities also presented a speeding factor.

Data analysis used for HSP was obtained from FARS, data from PRDOT crash file has insufficient details and lacks information regarding police facts about drivers condition and/or BAC at the time of the injury crash, therefore alcohol impaired driving data for injury crashes is underrepresented and was not useful for the purposes of data analysis.

In order to reduce alcohol impaired driving fatalities and recognizing that impaired driving is directly related to drivers behavior, enforcement and

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

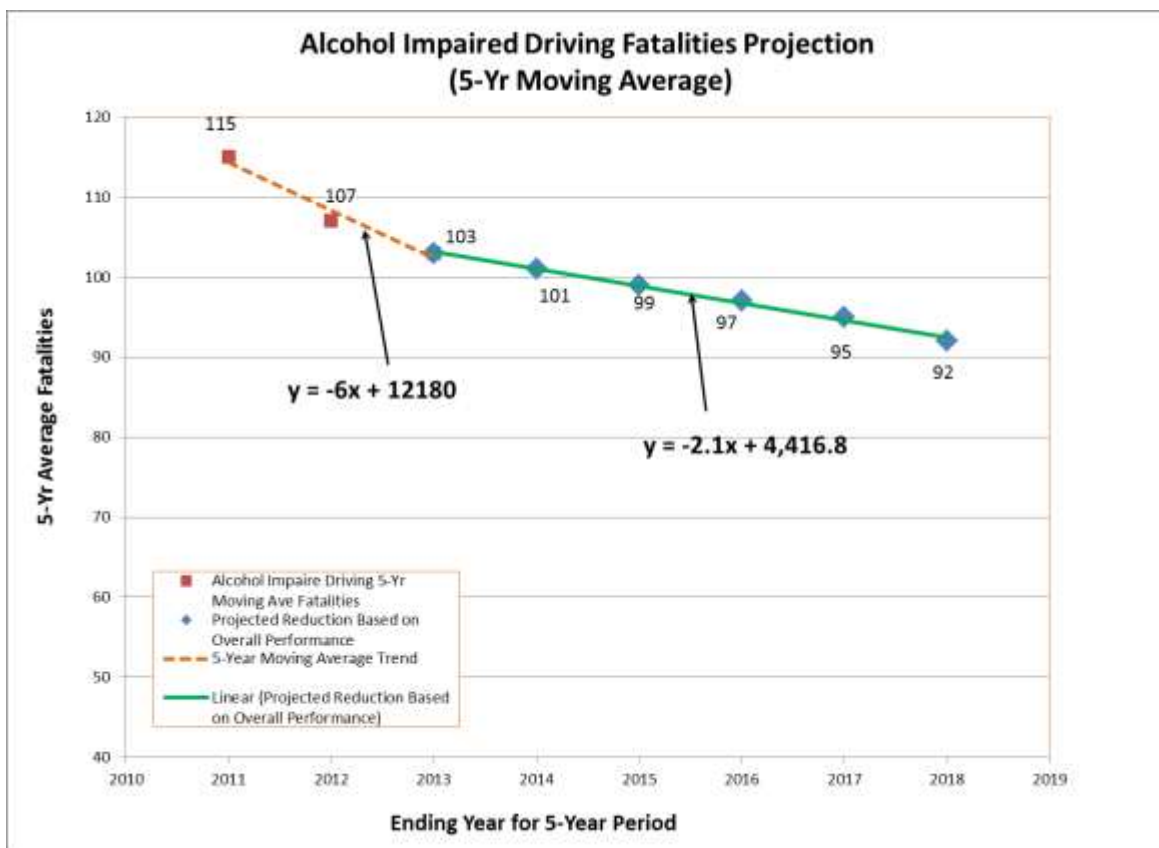


Figure 13: Alcohol Impaired Driving Fatalities Projection (5-Yr Moving Average)

Performance Targets

- To reduce the 5-year moving average of Alcohol Impaired Driving fatalities from 104 in 2012 to 99 in 2015, resulting in a 5-year moving average of 92 or less by 2018.
- To conduct five (5) alcohol impaired driving mobilizations during 2015.

- To coordinate at least two (2) alcohol trainings for PRPD and Municipal Police in 2015.
- To conduct at least one (1) training for judges and two (2) for prosecutors during 2015.
- To maintain public information and educational efforts during high alcohol consumption periods.

Performance Measures

- Number and percentage of alcohol impaired driving fatalities.
- Number of DWI interventions and arrests during mobilizations.
- Number of trainings to PRPD and Municipal Police and number of officers trained.
- Number of judges and prosecutors trained.

Projects Strategies

15-01-01

DWI Overtime

410

\$760,000.00

ALCOHOL IMPAIRED DRIVING MOBILIZATION 2015	
DATE	DESCRIPTION
Thanksgiving Crackdown 11/21/2014 to 12/1/2014	Thanksgiving Holiday Week and extends through the festivities associated with Thanksgiving Weekend.
Christmas Crackdown 12/18/2014 to 1/07/2015	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 03/27/2015 to 04/6/2015	Easter Festivities/Spring Break– Schools, Colleges, agencies and many businesses close during the week and a highly consumption of alcohol is observed.
Summer Crackdown 07/03/2015 to 07/28/2015	July has 4 national holidays and is related with vacations. During hot summer days a majority of the population hit the beaches and vacation centers. Tendency is to increase alcohol consumption while on vacation.

<p>Labor Day National Crackdown 08/21/2015 to 09/7/2015</p>	<p>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 and alcohol are always present.</p>
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Overtime to participate in Alcohol National Crackdowns and mobilizations will be funded for PRPD’s 13 police regions and approximately 12 Municipal Police. Budget for PRPD overtime hours will be \$550,000.00. Municipal Police were selected using population, fatalities, and past performance criteria. In addition, municipalities selected comprise 41% of total population. Municipalities colored in green will work during Christmas, Summer, and Labor Day mobilizations. Municipalities in grey will work during Holiday and Summer mobilizations, both being very high alcohol consumption periods. This strategy is based on NHTSA’s Uniform Guidelines, Guideline # 8, Chapter II–Section C. Enforcement.

PARTICIPATING MUNICIPAL POLICE DURING ALCOHOL IMPAIRED DRIVING MOBILIZATION	
Municipal Police	Budget
Aguadilla	\$14,000.00
Arecibo	\$14,000.00
Guayama	\$14,000.00
Toa Alta	\$14,000.00
Vega Alta	\$14,000.00
Barceloneta	\$14,000.00
Bayamón	\$20,000.00
Caguas	\$20,000.00
Carolina	\$20,000.00
Guaynabo	\$20,000.00
Ponce	\$20,000.00
San Juan	\$24,000.00
TOTAL	\$208,000.00
<i>Population Served</i>	<i>1,528,932</i>

15-01-02

Impaired Driving Enforcement Equipment Program

410

\$300,000.00

PRTSC will provide funds for equipment to enhance impaired driving enforcement efforts. The equipment to be purchased will include: preliminary breath testing equipment mouthpieces, Intoxilyzers 9000, mouth pieces, and maintenance and replacements parts and supplies to be placed in the PRPD traffic regions. Preliminary breath test equipment such as Alco-Sensors, its replacement parts and supplies will be funded through a formal proposal for PRPD, and mini grants for Municipal Polices. As included in Countermeasures that Work 2013, Chapter 1 Impaired Driving, Section 2.3 Preliminary Breath Test Devices and Uniform Guidelines Guideline # 8, Chapter II-Section C. Enforcement.

15-01-04

Chemical Analysis Unit

410

\$125,000.00

Many DWI cases are dismissed due to lack of chemists and technicians that can verify breath test equipment calibration, analyze blood samples for alcohol, and testify about the effectiveness of the test 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 were checked by Puerto Rico Department of Health as established by Law 22 and Department of Health 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 their knowledge about this process in order to sustain test results as a reliable evidence in impaired driving trials. This project will provide funding for blood tubes, contractual services, office and educational supplies, training, and

local travel costs for the professionals. Based on Uniform Guidelines Guideline # 8, Chapter II-Section C. Enforcement and Section D. Prosecution.

15-01-05

Judicial Training Program

410

\$22,000.00

PRTSC will provide funding to the Administrative Office of the Courts to provide two seminars to address legal, enforcement intervention, and scientific issues involved in DWI cases. These trainings are designed for new and experienced judges. Topics, such as alcohol research, technology, science, clinical, law, rules of criminal procedure and Law 22, sentencing alternatives and resolution of other disputes regarding court evidence in alcohol cases will be covered. Strategy is based on NHTSA’s Uniform Guidelines, Guideline #8, Chapter II, Section E. Adjudication.

15-01-22

Paid Media Evaluation – Consultant

164AL

\$50,000.00

The contractual services of a specialized firm will be fund to conduct awareness, attitude an 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.

15-01-06

Impaired Driving Prosecution Unit

164AL

\$90,000.00

The Puerto Rico Department of Justice is conducting some improvements in order to revitalize its Impaired Driving Prosecution Unit. As part of those efforts, an intensive training plan will be developed and presented by a retired and experienced prosecutor/judge. Currently, a Traffic Safety Resource Prosecutor does not exist, however, under the training plan, some TSRP skills and tasks will be instructed and entrusted to at least two state prosecutors in every judicial region (13 regions), including the District Attorney. In addition, DWI seminars and conferences will be provided to state’s prosecutors. Costs related to trainings, training materials, contractual services, and a DWI Coordinator, to ensure program coordination, development, and implementation, will be funded. In average for the past four years 15,300 DWI cases were assigned and worked by PRDOJ prosecutors. However, only 29% of these cases were heard in court, although in 94% of cases heard a conviction was obtained. Also, long awaited alcohol repeat offender collaboration will be coordinated between Department of Justice and DTPW and its Information Technology Office under Traffic Records Module. Project will contribute to enhance prosecution services in all judicial regions within the Department of Justice integrating law enforcement agencies, toxicology lab, governor’s highway safety office, and victim advocate projects. Strategy is based on NHTSA,s Uniform Guidelines, Guideline #8, Chapter II, Section D.

15-01-13

Impaired Driving Coordinator – PRTSC

164AL

\$70,000.00

PRTSC Impaired Driver Coordinator will promote law enforcement activities for the implementation of Law 22 to intervene with drunk drivers. The coordinator

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

15-01-XX

**Alcohol Impaired Driving Evaluation
and Analytical Support Program**

164AL

\$50,000

Performance based approach to reduce alcohol impaired driving crashes, injuries, and fatalities require appropriate data and technical skills to perform analysis and interpret results. Currently, alcohol impaired driving injury crashes data has its limitations regarding BAC reporting. In order to improve the scope of alcohol involvement statistics in injury crashes, PRTSC will contract a data analyst specialist to develop an imputation method to estimate missing blood alcohol concentration results. This activity will aid the state by enhancing its data driven impaired driving program through the identification of population and geographic areas that are at most risk of alcohol impaired crashes and injuries. This strategy is based on NHTSA’s Uniform Guidelines, Guideline #8, Chapter I–Program Management and Strategic Planning.

15-01-XX

Impaired Riding Enforcement

164AL

\$100,000

The three-year average for impaired driving motorcyclist fatalities during 2011–2013, is 38%. 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 towards this issue. This strategy is based on countermeasures that work 2013 Chapter 5. Motorcycles, 2.1 Alcohol–Impaired Motorcyclists: Detention, Enforcement, and Sanctions. Law enforcement officers on traffic patrol use characteristics driving behaviors, or cues, to identify drivers who may be impaired by alcohol. Some cues for motorcycle riders, such as trouble maintaining balance when stopping, are different from those for cars and trucks. Stuster (1993) identified and validated 4 cues useful for identifying alcohol–impaired motorcycle riders. PRTSC will implement communications and outreach campaigns directed to drinking and riding. This strategy is based on countermeasures that work 2013 Chapter 5. Motorcycles, 2.2 Alcohol–Impaired Motorcyclists: Communications and Outreach. 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 drinking only endangers themselves. This project will be worked jointly by the Impaired Driver Coordinator and Motorcycle Coordinator.

15-01-XX

Police Training Program

410

\$25,000.00

This project will provide funds for officers training in areas such as DWI interventions and proper use of equipment, report writing and testimony, SFST. Training professional, materials and costs will be funded. This strategy is based on Countermeasures That Work, Chapter I; Section 7.1.

15-01-XX

DWI Victim Impact Panel Program

164AL

\$75,000

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

Funding will be provided for VIPP Coordinator, percentage of professional services, office and presentations materials, presentation equipment, such as a laptop computer and a projector, per diem (travel & meal) for panelists. This strategy is based on Countermeasures That Work, Chapter 3; Section 3.4.

15-01-28

Bayamón Municipal DWI Enforcement Equipment

410

\$25,000

PRTSC will provide funds for equipment to enhance impaired driving enforcement efforts. The Municipality of Bayamón has been demonstrating a tremendous amount of commitment towards traffic enforcement specially DWI. During Christmas 2013-14 Alcohol Mobilization, Bayamón City Police made 138 DWI interventions (one every 1.3 hours) resulting in 46 DWI arrests (one every

3.8 hours). In addition, traffic fatalities in Bayamón decreased 60% from 20 in 2012 to 8 in 2013... traffic enforcement is paying off.

Funds will be used to purchase equipment to furnish a BAT Mobile that was given to the police and they repair it. Equipment will include preliminary breath testing equipment (alco-sensor), mouthpieces, an Intoxilyzer 9000, mouthpieces, maintenance and replacements parts and supplies. Strategy is based on Countermeasures that Work 2013, Chapter 1 Impaired Driving, Section 2.3 Preliminary Breath Test Devices, Equipment and Uniform Guidelines Guideline # 8, Chapter II–Section C. Enforcement.

YOUTH ALCOHOL

Program Overview

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

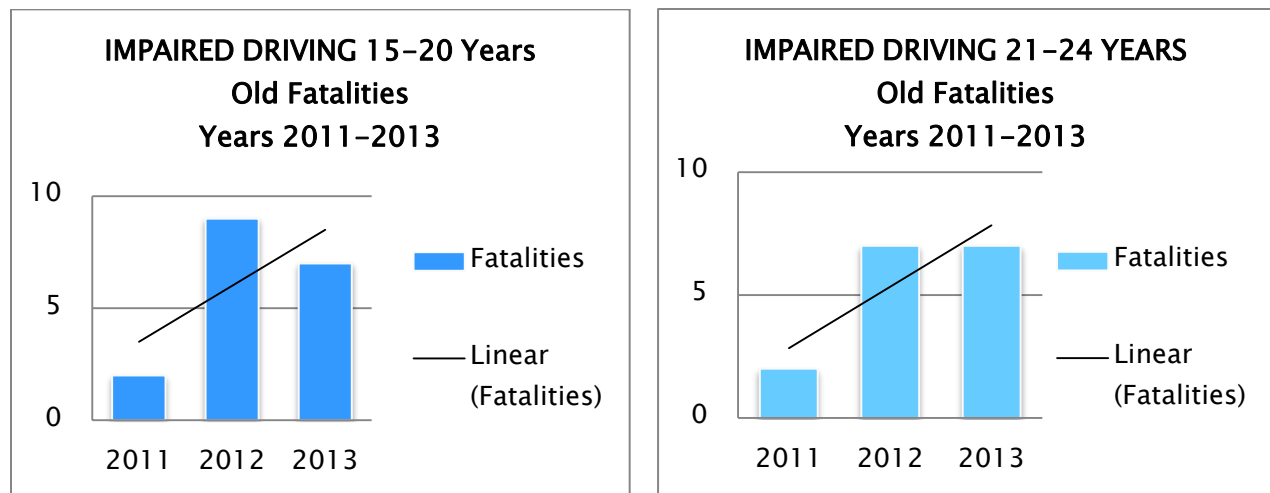


Figure 14: Impaired Driving Fatalities Years 2011–2013

When analyzing average youth impaired driving fatalities profile characteristics for the three-year period of 2011–2013, we found a very similar pattern as in all impaired driving fatalities:

- 85% of impaired driving fatalities were male
- Weekends are the riskiest period, comprising 81% of youth impaired driving fatalities.
- 72% of youth impaired driving fatalities occurred during 12:00MN–5:59AM followed by 13% during 6:00PM–11:59PM.
- A regular pattern through the year is observed with some peaks on May, August and March. Summer months of July, August and

September add up to a 30% of total average fatalities for this period.

- Metropolitan areas and primary roads have the most youth impaired driving fatalities.
- 53% of young impaired drivers killed were unrestrained.
- 100% of young alcohol impaired motorcycle riders killed was unhelmeted.
- 76% alcohol impaired driving fatalities also presented a speeding factor.

Alcohol consumption among teenagers (13–18) continues to be of great concern. The most recent editions of Consulta Juvenil VIII Survey from the 2010–2011 & 2011–2012 periods sustained such risky behaviors. This Survey was 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. Samples 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 driver's license. The dangerous behavior enumerated above and studies of underage drinking and driving, still point out that youth is one of the highest risk groups to become injured or a fatality related to alcohol impaired driving.

Strategies

In order to reduce and prevent impaired driving fatalities and crashes among age group 16– 24 years old, and as a support to the Impaired Driving module of this HSP which includes the enforcement efforts targeting impaired driving among all age groups, this module will focus on strategies on education, peer based programs and behavior modification.

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, colleges and state agencies as Mental Health and Anti-Addiction Services Administration (MHAASA). Coordinated efforts will be established to increase public awareness on youth impaired driving problems.

For 2015, PRTSC and Youth Impaired Driving Programs will continue using social media to extend 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. Educational campaign videos and media interviews will be posted on our You-tube channel.

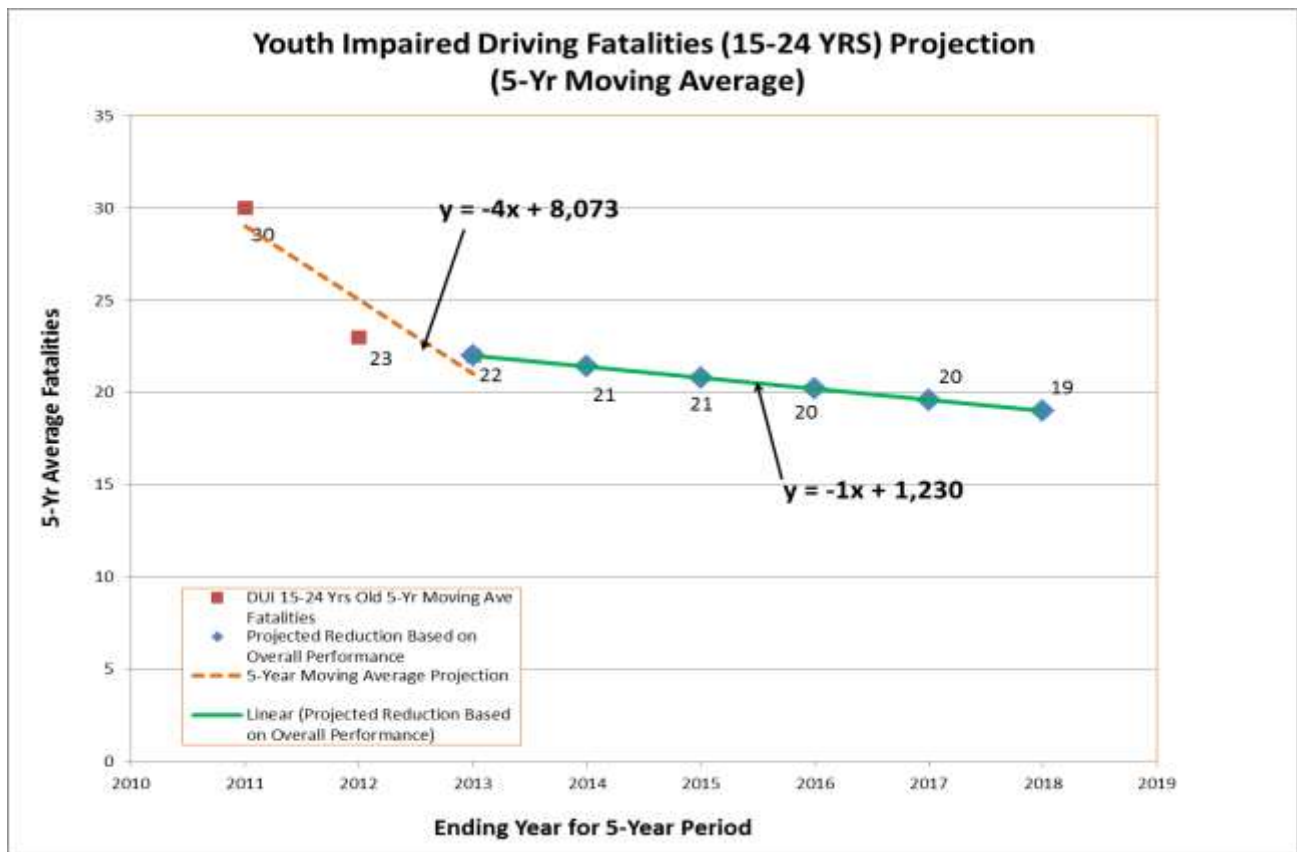


Figure 15: Youth Impaired Driving Fatalities (15–24) Projection (5yr Moving Average)

Performance Targets

- To reduce the 5-year moving average of Youth Alcohol Impaired Driving fatalities from 20 in 2012 to 19 in 2015, resulting in a 5-year moving average of 19 or less by 2018.

- To increase the number of FIESTA Projects from 8 in 2014 to 10 in 2015.

Performance Measures

- Number of alcohol young impaired driver fatalities
- 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.

FIESTA Projects reached college campus Youngsters Island wide, among others, using peer to peer approach. FIESTA Programs seek to motivate youth not to drink and drive or to ride with a designated driver that has not been drinking alcohol by developing awareness campaigns, distribution of educational materials, conducting workshops, artistic presentations, goggles activities, media campaigns, and research related to alcohol impaired driving.

University of Puerto Rico

FIESTA– 15-02-02, 15-02-05, 15-02-10, 15-02-14, 15-02-17, 15-02-21

154AL

\$400,000.00

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 out of state travel are included.

15-02-15

FIESTA Creativos Hogar Crea, Inc.

164AL

\$52,000.00

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 impaired driving to all members, their families and surrounding communities. Stipends, contractual services, office and educational materials, training, purchase and maintenance of equipment, and local and out of state travel are included.

15-02-16

FIESTA CATÓLICA PONCE – Catholic University of Ponce

154AL

\$60,000.00

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 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 out of state travel are included.

15-02-20

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 out of state travel are included.

15-02-25

FIESTA UMET – Metropolitan University of Puerto Rico

164AL

\$36,500.00

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, and local and out of state travel are included.

15-02-26

FIESTA Inter – Universidad Interamericana de San Germán

164AL

\$36,500

Interamerican University of San Germán 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 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 out of state travel are included.

15-02-27

FIESTA Poli – Polytechnic University of Puerto Rico

154AL

\$36,500

The Polytechnic University of Puerto Rico is a private, non-profit university institution specialized in science and engineering. This FIESTA Poli will reach college students through workshops, special events, and also, develops and distributes educational materials, and many other activities related to alcohol 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 out of state travel are included.

15-02-28

Consulta Juvenil IX Survey– Central University of the Caribbean

164AL

\$40,000.00

This is one of the most reliable sources of teenager alcohol and drug 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 fatalities and injuries among Puerto Rican youth and families. Since this survey addresses other risky behaviors such as tobacco and drug consumption, PRTSC will prorate survey costs and only fund associated costs to risky behaviors in 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.

POLICE TRAFFIC SERVICES

Program Overview

Police Traffic Services emphasizes on speed, impaired driving and occupant protection. However, a much comprehensive approach to traffic safety enforcement to prevent traffic violations that may trigger in injuries or fatalities is necessary in order to achieve injury and fatality reductions. Therefore, enforcement efforts should focus on reducing driver behaviors such as speeding, aggressive and distracted driving.

Through the years, Puerto Rico Traffic Safety Commission has maintained conjoined efforts with Puerto Rico Police Department and Municipal Police to enforce traffic laws and prevent violations.

PRPD LAW ENFORCEMENT EFFORTS					
FY	SPEEDING CITATIONS	DWI INTERVENTIONS	DWI ARRESTS	SEAT BELT TICKETS	OTHER MOVING VIOLATIONS
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
2013	132,042	10,297	8,573	186,309	576,983

MUNICIPAL POLICE EFFORTS					
FY	SPEEDING CITATIONS	DWI INTERVENTIONS	SEAT BELT CITATIONS	CHILD RESTRAINT VIOLATIONS	OTHER MOVING VIOLATIONS
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
2013	16,557	3,033	20,521	525	99,720

Speeding and aggressive driving is first contributor of traffic fatal crashes in Puerto Rico. According to FARS, in 2013 there were 149 speed- related fatalities, accounting for 43% of all traffic fatalities, an 8% increase from 2011. In addition, 67% of alcohol impaired driving fatalities presented speeding factor.

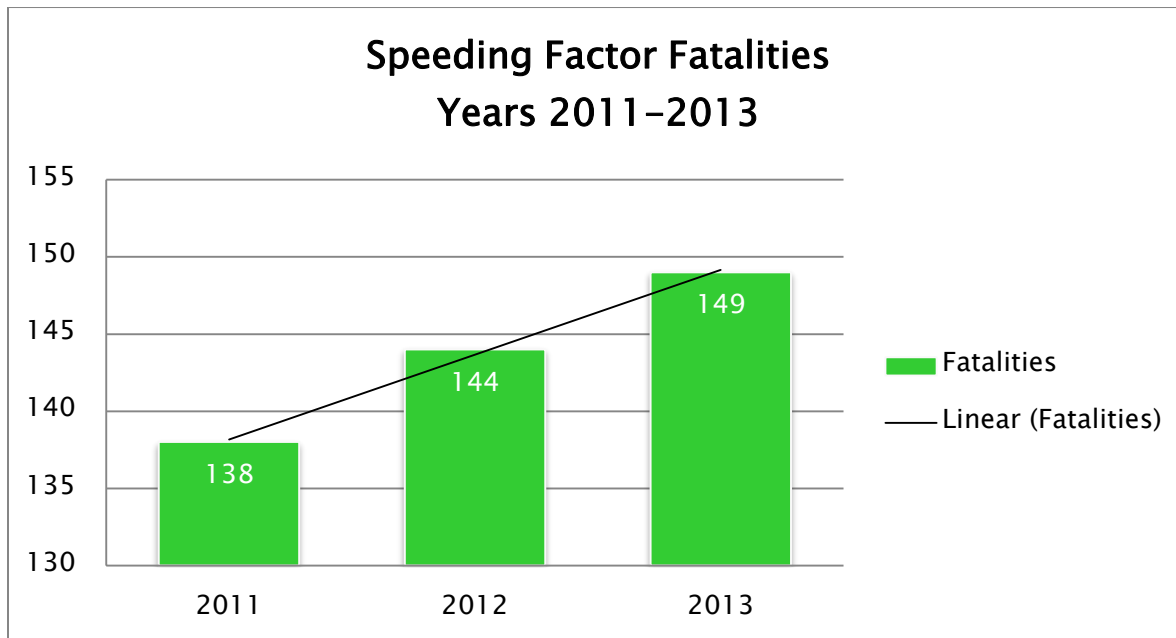


Figure 16: Speeding Factor Fatalities Years 2011-2013

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

When analyzing speed and aggressive driving fatalities and injury crashes for the past years, we found:

- 77% of total speeding fatalities were male, but an alarming increase is noted in females, from 22 fatalities in 2011 to 34 in 2013 (54% increase). However, males were found to be involved in a disproportionately high number of injury crashes resulting from aggressive driving as they were involved in 1.83 times more crashes than female (yrs. 2007-2009 & 2012).

- 55% of speed related fatalities from 2011–2013, were 18–36 years old. Compared to other age groups, drivers in the age group of 18–36 years were found to drive more aggressively, resulting in over 3,500 injury crashes (yrs.2007–2009 & 2012).
- During 2011–2013, weekends accounted for most of the speed related fatalities. Fridays experienced more than 2,000 injury crashes involving aggressive drivers per year (yrs.2007–2009 & 2012).
- For years 2011–2013, 73% of speed related fatalities occurred from 6:00PM–5:59AM although crashes involving aggressive drivers were more frequent in the afternoon from 12:00–6:00 PM (yrs.2007–2009 & 2012).
- Most fatalities occurred on primary highways and roads, and metropolitan areas.

Emphasis on preventive and proactive patrol will be established among PRPD Traffic Police and local 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 will provide police officers and municipal officers with skills in patrol techniques, alcohol, radar and photometer equipment, and traffic law amendments, among others. Also, sustained traffic safety messaging will be incorporated in order to bring attention towards the dangerous behavior behind the steering wheel such as speeding and aggressive driving.

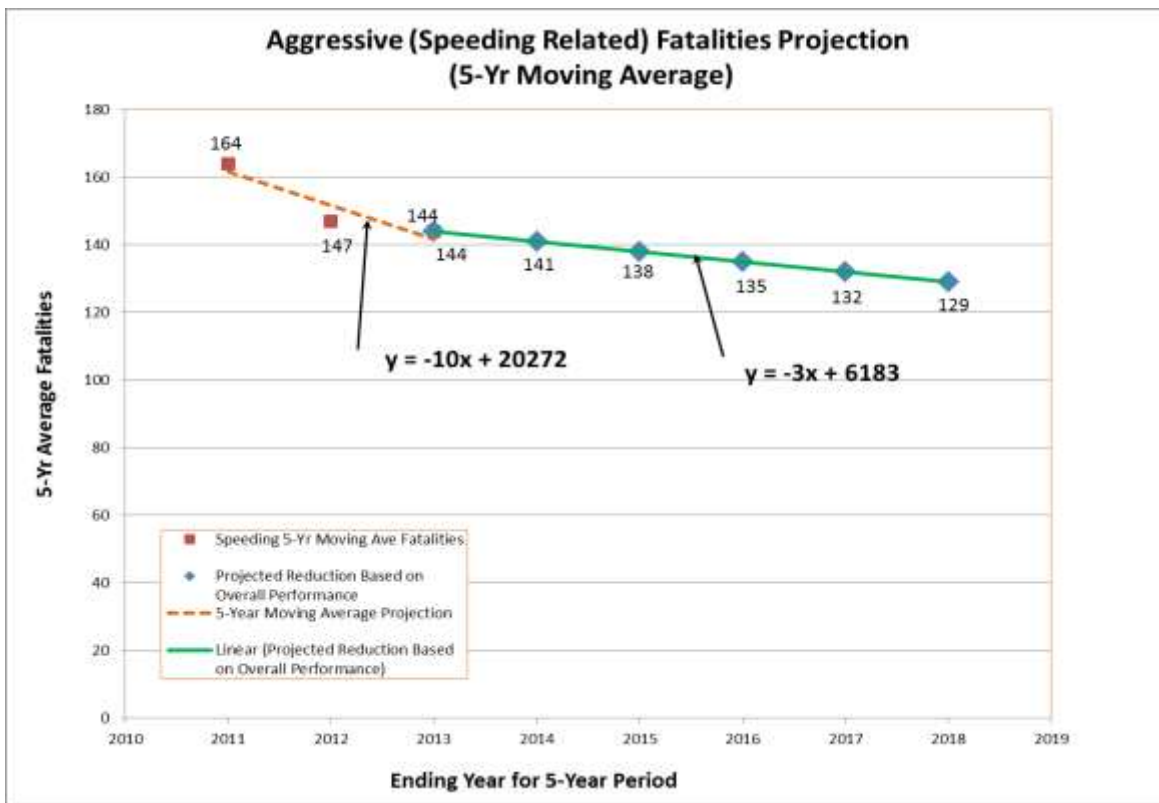


Figure 17: Aggressive (speeding Related) Fatalities Projection (5yr Moving Average)

Performance Goals/Targets

- To reduce the 5–year moving average of speeding related fatalities from 149 in 2013 to 138 in 2015, resulting in a 5–year moving average of 129 or less by 2018.
- To provide at least two (2) trainings for police officers regarding traffic laws, such as *Beyond the Traffic Ticket*.

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

15-03-03

Law Enforcement Liaison

402PT

\$130,000.00

LEL makes a difference when working with law enforcement agencies. These are recognized by NHTSA as effective resources. However, they were absent from the PRTSC, but have been reestablished in order to maintain enforcement projects. LELs are trained to detect and correct problems quickly, and improve police traffic services.

Retired ranking officers will serve as experts in police and enforcement matters to guide PRTSC in the decision making process regarding enforcement. Primary responsibilities of the LEL include: serving as the liaison between the law enforcement community, key partners and the PRTSC, encouraging more law enforcement participation in HVE campaigns, assisting with mini grant applications, encouraging use of proven countermeasures and evaluation measures, etc. Project will fund contractual services, trainings 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.

15-03-XX

Speed & Aggressive Driving Surveys

402PT

\$50,000.00

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 Campaigns on the target audience and others. This strategy is based on NHTSA’s Uniform Guidelines, Guideline # 15, Chapter VII. Evaluation.

15-03-01

Speed Enforcement Equipment

402PT

\$210,000.00

Radars and related equipment and maintenance for PRPD will be funded (allocated) based on Countermeasures that Work 2013 Chapter 3. Aggressive Driving & Speeding, Section 2.3 Other Enforcement Methods–Technology and Uniform Guidelines, Guideline # 15, Chapter III. Traffic Law Enforcement.

15-03-01

Speed Enforcement

402PT

\$100,000.00

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.

PLANNING AND ADMINISTRATION

Program Overview

The Puerto Rico Traffic Safety Commission is an agency created by Act 33 of May 25, 1972, empowered to plan, manage and implement programs aimed at prevent and reduce deaths, injuries and property damage caused by traffic crashes, establishing campaigns and educational programs to guide and complain with laws and regulations for the benefit of Puerto Rico’s inhabitants and visitors.

The Planning and Administration program area is responsible for establishing goals, objectives supported by technical, financial and fiscal operations through effective program implementation. To identify traffic safety problems and prioritized them, develop strategies and solutions to those problems, allocate funds and monitor grants in compliance with federal and local regulations, evaluated effectiveness on the programs and develop PI&E Campaign are overall tasks of PRTSC. Coordination of trainings, contracts to conduct surveys for impaired driving seat belt use, speeding and cell phone use. We also ensure that Planning Division prepares the Highway Safety Plan in coordination with the Strategic Highway Safety Plan and make all internal resources are available through all the process. In addition, P & A has to be aware for compliance with Annual Report and Financial Close out deadlines.

Performance Goals

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

Performance Measures

- To prioritize tasks and assign resources.
- To speed-up liquidation rate.
- To develop, coordinate, monitor and administratively evaluate traffic safety grants identified in the Plan.

- To manage funds according to regulations.
- To promote the Puerto Rico Highway Traffic Safety Programs.
- To contract professional services to establish norms, procedures, training and evaluation complying with 49 CFR Part 18 and MAP 21.
- Monitor and evaluate the performance of Sub- Grantees to determine effectiveness and achievement of goals.
- To continue expanding technological applications as a mean to disseminate traffic safety information and enhance the ability to communicate with our citizens.
- To conduct Single Audit for fiscal years 2014 and 2015.

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, promote lowering legal BAC to 05% and increase penalties for cell phone use while driving.

Projects Strategies

15-04-02

Evaluate HSP Tasks

402PA

\$115,000.00

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.

15- 04-03

Administer Program

402PA

\$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.

15-04-07, 15-04-12

Evaluate HSP Tasks

154PA

\$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.

15-04-XX

HSP and Annual Report

402PA

\$50,000.00

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 risk of serious injuries and fatalities in the event of a motor vehicle crash. However, failure to buckle up remains a major contributing factor in fatal crashes in Puerto Rico. The observed seat belt use rate reported in the 2013 was 89.7 %, this shows a 2% reduction for three year period from 2011–2013. Observational child restraint use remains high with a 94.7% for 2013.

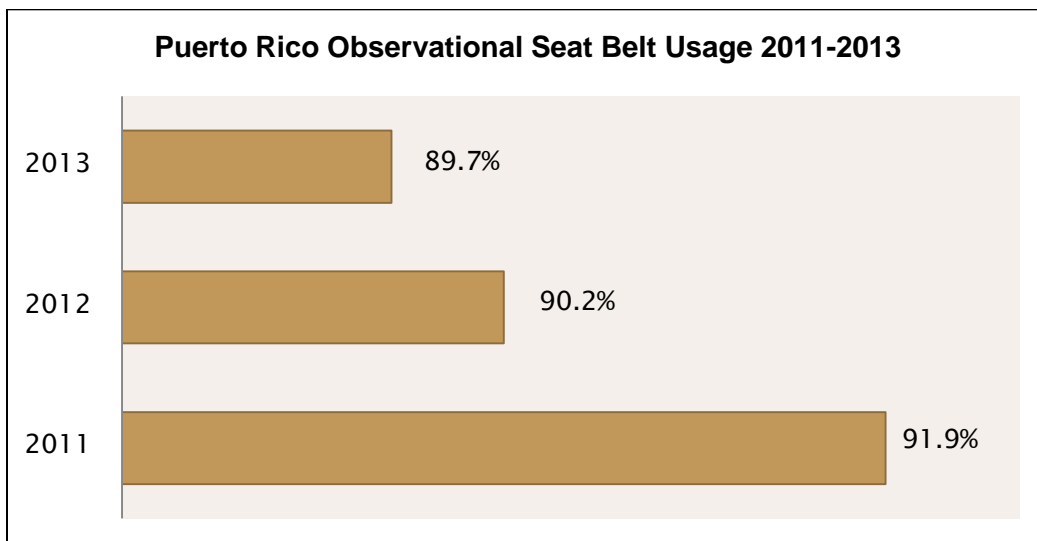


Figure 18: Puerto Rico Observational Seat Belt Usage % Years 2011–2013

When analyzing crash data for the 2011–2013 period, a total of 358 fatalities were reported on which people were unrestrained. This represents a 5% increase for the three–year period. Fatalities by gender during this three–year period shows that out of 358 fatalities, 281, or 78%, were male and 77, or 22%, were female. Therefore, males are overrepresented in unrestrained occupant fatalities. As in other priority areas, most of the unrestrained fatalities were young adults in the 25–36 years old age group followed by the 18–24 years age group.

Unrestrained fatalities occurred mostly at night time, between the hours of 12:00 midnight– 5:59am.

When analyzing fatalities by month during the 2011–2013 periods, we found that the month with most unrestrained fatalities was March with 39.

When analyzing unrestrained fatalities by day of week during the 2011–2013 period, it shows that the days with most fatalities were Sunday, Saturday, and Monday. Of total 358 unrestrained fatalities, 221, or 62%, were on these days. According to vehicle seating position fatality data, front seat passengers accounted for the great majority of passenger fatalities.

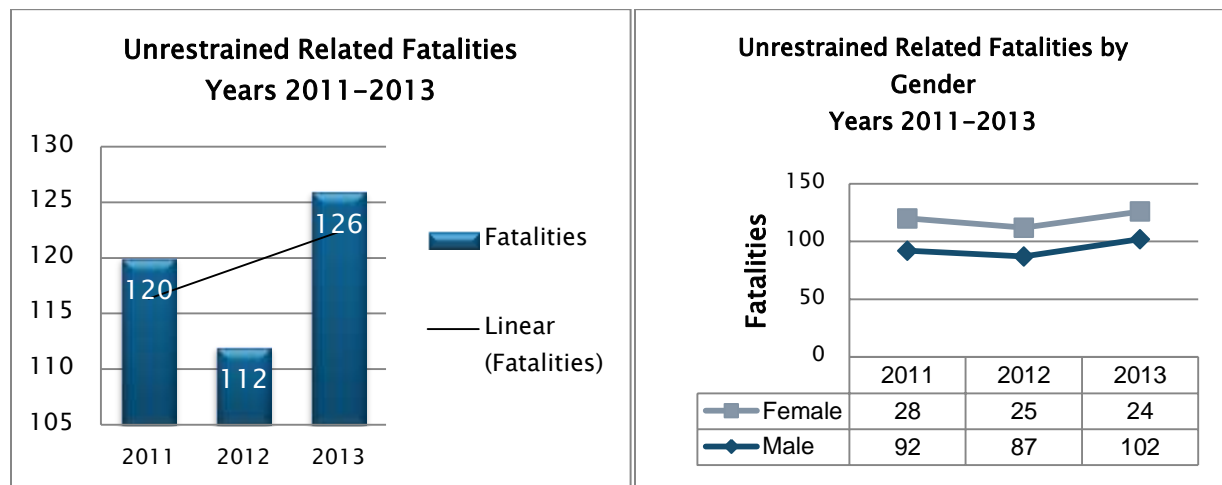


Figure 19: Unrestrained Related fatalities Years 2011–2013

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

data, the PRTSC has established that the increase of use of child restraint seats and its correct use are a priority that must be addressed for FY 2015.

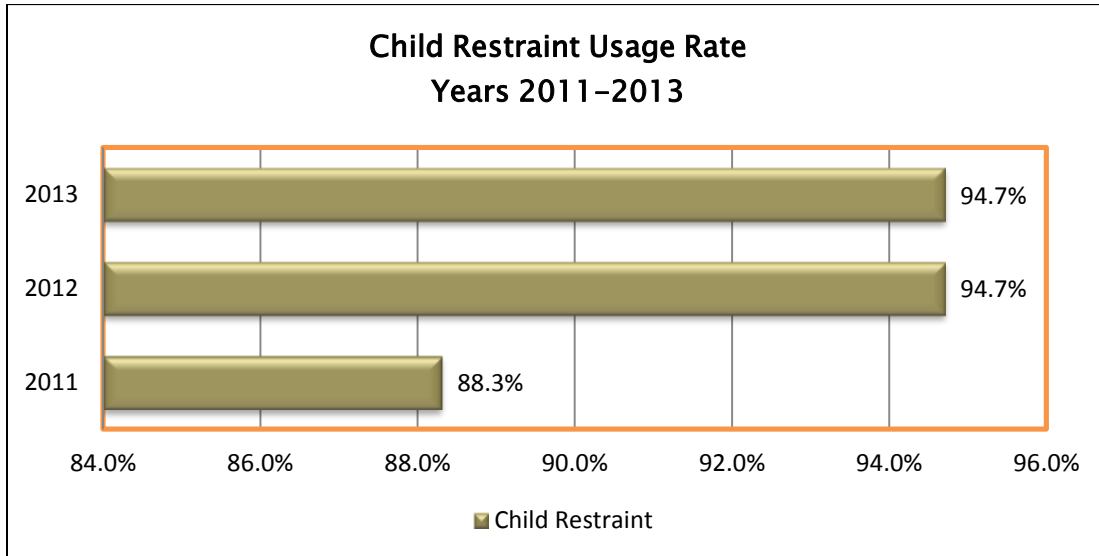


Figure 20: Child Restraint Usage Rate Years 2011-2013

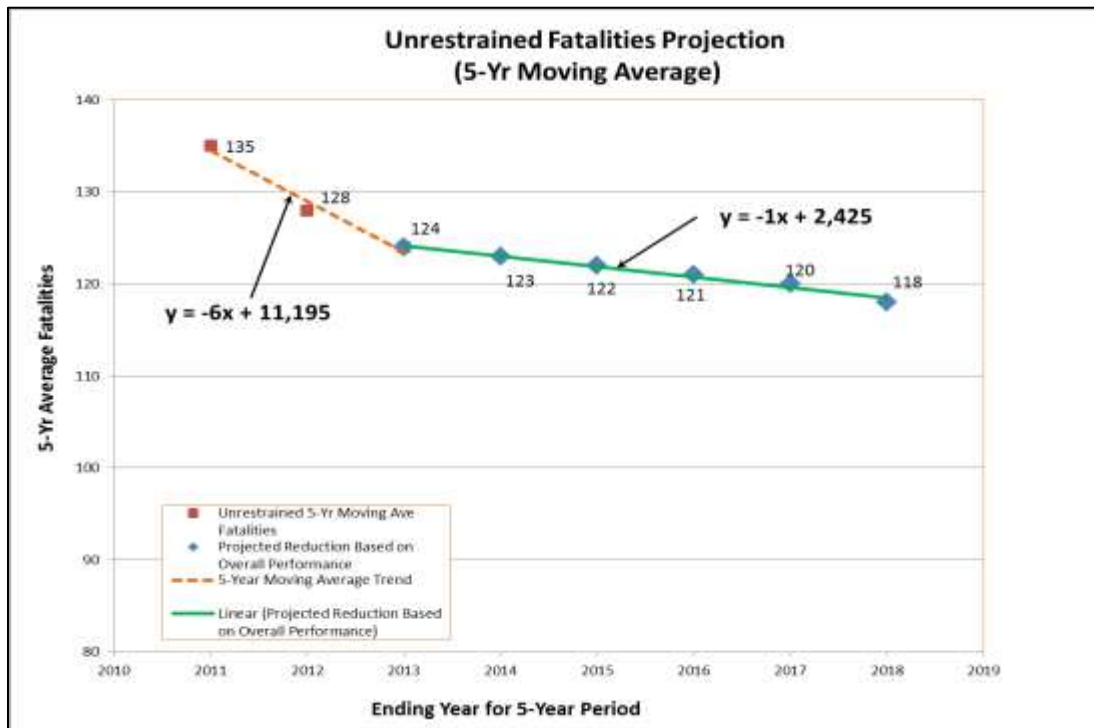


Figure 21: Unrestrained Fatalities Projections (5yr Moving Average)

Performance Goal

- To reduce the 5-year moving average of unrestrained occupant fatalities from 126 in 2013 to 122 in 2015, resulting in a 5-year moving average of 118 or less by 2018.
- Increase safety belt use from 89.7% in 2013 to 91% in 2015
- Increase child restraint use from 94.7% in 2013 to 95% in 2015
- Increase fitting stations through the establishment of five (5) more stations, from 52 in 2013 to 57 in 2015
- To certify 25 more technicians, from 74 certified technicians in 2014 to 99 in 2015
- To participate in the 2014 National Click it or Ticket (CIOT) Mobilization and an additional Seat Belt Mobilization in October 2014.

Performance Measures

- Number of unrestrained related fatalities
- Number of seat-belt and child restraint non-usage citations during the two seat belt mobilizations
- Number of police agencies participating in the CIOT mobilizations
- Number of child seat inspections and clinic 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 increasing the use of seat belts and child restraint systems as important and effective tools that will save lives in the event of a traffic crashes. As it has been demonstrated, the most effective combination to persuade people to buckle-up and use the child restraint systems is strict law enforcement efforts coupled with an intense media campaign. Based on this, the PRTSC conducts two seat belt mobilizations that

will include pre- and post- surveys of 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 enforcement efforts. These will be performed during October 2014 and May 2015.

The Click It or Ticket (CIOT) National Campaign will be held from May 18–31, 2015. PRTSC, as in previous years, will grant funds for overtime hours to State Police and Municipal Police, and will be supported by a media campaign (see Media module). This mobilization will be island wide, during day and night hours, as statistics show that fatalities involving non-use of seat belt occurred during these periods. The other mobilizations will be held from October 13–19, 2014, during day and night hours too. During this mobilizations HVE and preventive patrol will be increased in order to issue tickets for non-use of seat belt and car seat, with the purpose of creating awareness among all citizens that these save lives and it’s the law. As an effectiveness measure, Police funds will be granted through mini-grants.

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

15-05-03

Occupant Restraint Coordinator

402 OP

\$51,000.00

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.

15-05-27

CPST Training

405B

\$60,000.00

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 provides supplies and equipment to conduct the checkpoints. Purchase of child restraint seats for checkpoints and loaning programs of 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.

15-05-29

Observational, Attitude and knowledge Surveys

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.

15-05-39

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 permanent fitting stations in conjunction with the Puerto Rico Fire Department. Funding source will pay for purchase of child restraint seats, equipment rental for inspections and/or clinics, materials and maintenance for the vehicles needed to carry equipment (seats) for clinics or distribution, 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.

15-05-XX

CIOT Overtime

Mobilization Overtime

405B

200,000.00

Overtime to participate in Click It or Ticket mobilizations will be funded for PRPD (\$100,000) and Municipal Police (100,000).

DATE	DESCRIPTION
<p>Mobilization 1: CIOT Mobilization 05/18/2015 to 05/31/2015</p>	<p>During May 2015, Puerto Rico took part in the National Occupant Protection Mobilization, <i>Click It or Ticket</i>. Usage rates usually increase after the mobilizations.</p>
<p>Mobilization 2: Seat Belt Enforcement</p>	<p>During October 2014, Puerto Rico</p>

<p>Mobilization 10/13/2014 to 10/19/2014</p>	<p>plans participation in the seat belt enforcement mobilization to increase safety belt and child passenger use.</p>
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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 and the other mobilizations will be funded for PRPD’s 13 police regions with a budget of \$60,000 and approximately 20 municipal police each with \$5,000 mini grants.

Municipal Police	Budget	Municipal Police	Budget
Aguadilla	\$ 5,000.00	Hatillo	\$ 5,000.00
Arecibo	\$ 5,000.00	Aguas Buenas	\$ 5,000.00
Arroyo	\$ 5,000.00	Mayaguez	\$ 5,000.00
Bayamón	\$ 5,000.00	Humacao	\$ 5,000.00
Caguas	\$ 5,000.00	Juana Diaz	\$ 5,000.00
Utua	\$ 5,000.00	Aguada	\$ 5,000.00
Carolina	\$ 5,000.00	Naguabo	\$ 5,000.00
Santa Isabel	\$ 5,000.00	San Juan	\$ 5,000.00
Guayama	\$ 5,000.00	Vega Baja	\$ 5,000.00
Guaynabo	\$ 5,000.00	Naranjito	\$ 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.

Historically, there had been seventeen (17) Programs in total, which served all seventy-eight (78) municipalities. During Fiscal Year 2013–2014, only three (3) were approved due to lack of data, which rendered the remaining fourteen (14) unjustifiable at the time. So at the present, there are only three (3) operating CTSPs. Still, these are a fundamental part of our efforts to assist and provide

technical advice on all topics related to the PRTSC safety programs: San Germán, Trujillo Alto and Naranjito. Average federal budget for each of these CTSPs is approximately \$49,000.

These Community Traffic Safety Programs cover 13 municipalities. These municipalities account for 19% of the island’s population. Analyses made in the HSP 2015 Problem ID by type of fatalities: alcohol-related, gender, age group, month, day of week, time of day patterns, etc. can be applied to the CTSP’s.

For this fiscal year, Community Programs will undergo a restructuring to reduce the number of programs while still providing services to all 78 municipalities. As previously mentioned, for FY 2014 we projected the establishment seventeen (17) programs, while for this fiscal year we project eleven (11). Approximate federal budget for each program will be \$50,000, taking into consideration the population percentage covered by each program, we will be reassigning funds in accordance with their coverage.

When establishing the new CTSPs the following factors were taken into consideration: population and number of fatalities & injuries by municipality, and geographical location. This restructuring will reduce project’s costs when comparing it with previous years. All programs will be tending to more municipalities than they originally were, therefore more population. For example, Naranjito CP will go from covering 4% of the population to covering 11%, and so on.

The following tables list all CTSPs with their assigned municipalities, and data regarding their populations and fatalities. Fatalities data shows the male gender accounted for most traffic fatalities, mostly taking place during nighttime hours on weekends.

REGIONAL COMMUNITY PROGRAM	MUNICIPALITIES SERVED	POPULATION (Census 2010)	TOTAL FATALITIES	GENDER			AGE GROUP						
				FEMALE	MALE	Unkown	0-17	18-24	25-36	37-49	50-62	63 +	Unknown
BARCELONETA	Barceloneta, Hatillo, Utuado, Arecibo, Florida, Manatí	253,151	84	17	67	0	3	14	10	14	17	23	3
LUQUILLO	Luquillo, Rio Grande, Canóvanas, Fajardo, Loíza, Ceiba, Naguabo, Humacao, Las Piedras, Vieques, Culebra	337,684	123	27	95	1	13	22	19	23	22	21	3
GUAYAMA	Guayama, Salinas, Cayey, Arroyo, Patillas, Maunabo, Yabucoa	213,577	81	16	65	0	3	10	27	14	13	13	1
JUANA DIAZ	Juana Díaz, Coamo, Ponce, Santa Isabel, Villalba	326,416	90	17	73	0	5	14	28	12	12	18	1
MOROVIS	Morovis, Vega Baja, Ciales, Jayuya, Orocovis, Barranquitas, Aibonito	174,727	54	10	44	0	3	7	15	9	13	6	1
NARANJITO	Naranjito, Corozal, Vega Alta, Comerío, Cidra, Bayamón, Aguas Buenas	408,528	89	9	80	0	4	17	19	10	18	18	3
TOA ALTA	Toa Alta, Dorado, Cataño, Toa Baja, Guaynabo	327,904	78	16	62	0	4	13	16	16	17	7	5
SAN GERMAN	San Germán, Lajas, Añasco, Cabo Rojo, Las Mariás, Hormigueros, Mayaguez	260,669	79	14	64	1	4	12	14	10	14	22	3
ISABELA	Isabela, Rincón, Aguada, Moca, Aguadilla, Quebradillas, Camuy, San Sebastián	307,356	106	24	82	0	4	16	17	8	24	29	8
TRUJILLO ALTO	Trujillo Alto, San Juan, Caguas, Carolina, Gurabo, San Lorenzo, Juncos	916,540	228	45	182	1	10	52	51	35	30	42	8
SABANA GRANDE	Sabana Grande, Peñuelas, Maricao, Guánica, Yauco, Lares, Guayama, Adjuntas	189,110	59	15	44	0	5	11	14	9	12	8	0
TOTAL		3,715,662	1071	210	858	3	58	188	230	160	192	207	36

Figure 22: Community Programs Analysis (part I)

REGIONAL COMMUNITY PROGRAM	TIME OF DAY				FATALITY TYPE				DAY OF WEEK								
	6:00PM- 11:59PM	12:00MN- 5:59AM	6:00AM - 11:59AM	12:00MD- 5:59PM	Unknown	Drivers	Pedestrians	Passenger	Cyclist	Other	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
BARCELONETA	38	13	11	22	0	37	29	13	2	3	14	11	8	8	13	14	16
LUQUILLO	62	35	12	14	0	56	36	26	3	2	37	14	12	16	14	17	13
GUAYAMA	37	26	10	8	0	47	22	9	3	0	18	14	10	6	3	10	20
JUANA DIAZ	36	35	10	9	0	55	16	13	3	3	22	8	10	5	13	13	19
MOROVIS	17	12	13	12	0	30	12	10	1	1	12	2	6	7	6	6	15
NARANJITO	35	26	13	15	0	46	28	12	2	1	26	11	6	7	7	17	15
TOA ALTA	26	31	15	6	0	38	24	14	2	0	19	17	5	4	11	13	9
SAN GERMAN	27	19	19	14	0	40	19	16	3	1	19	13	10	6	7	16	8
ISABELA	40	32	13	21	0	46	37	19	3	1	25	13	12	7	16	16	17
TRUJILLO ALTO	66	85	45	32	0	111	75	26	10	6	45	25	18	19	31	41	49
SABANA GRANDE	22	15	6	16	0	29	12	14	2	2	12	7	4	4	4	10	18
TOTAL	406	329	167	169	0	535	310	172	34	20	249	135	101	89	125	173	199

Figure 23: 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 344 in 2013 to 327 in 2015.
- Reduce the number of fatalities at the municipal level, especially 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 orientation, 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-06-07, CP-06-15, CP-06-17, CP-06-19, CP-06-21, CP-06-22, CP-06-23, CP-06-28, CP-06-29, CP-06-XX

402 CTSP

\$550,000.00

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. In addition, they have direct communication with mayors and other government officials, such as senators and legislators, of each municipality they cover.

These programs provide education through orientations for occupant protection (seatbelt, child restrained, and distracted driving) and non-occupant (pedestrians, cyclists and horse riders). Also, youth alcohol consumption, alcohol- related, drunk driving and motorcycle safety, are areas of discussion

during orientations. These workshops and educational conferences are targeted at children, teenagers, adults and seniors. Also, CTSP collaborate with local law enforcement planning national mobilizations providing assistance in the completion of the forms and documents.

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

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

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

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.

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

		COMMUNITY PROGRAMS			
Code	Program	Budget	Code	Program	Budget
CP-06-04	Luquillo	\$51,000.00	CP-06-22	Sabana Grande	\$51,000.00
CP-06-XX	Guayama	\$51,000.00	CP-06-23	Trujillo Alto	\$51,000.00
CP-06-19	Juana Díaz	\$51,000.00	CP-06-15	Barceloneta	\$51,000.00
CP-06-07	Morovis	\$51,000.00	CP-06-29	Naranjito	\$51,000.00
CP-06-17	Toa Alta	\$51,000.00	CP-06-21	Isabela	\$51,000.00
CP-06-28	San Germán	\$52,000.00			

TRAFFIC RECORDS

Program Overview

Traffic Crash Data is the focal point on various record systems that must be accessed to identify highway safety problems. Timely, accuracy, accessibility, and analysis are very important to develop, implement and evaluate the countermeasures that will reduce roadway injuries and fatalities. There are many uses for this data, for example: Law Enforcement uses data for strategic deployment of enforcement units; Engineers use data to identify roadway hazards; Judges use data as an aid in sentencing; Prosecutors use data to determine appropriate charges to levy against drivers in violation of traffic laws and ordinances.

The Puerto Rico Traffic Records Coordinating Committee (PRTRCC) includes an executive and a technical level. This two-tiered committee is critical for the state's proper development, maintenance and track of the progress of projects identified in the Puerto Rico Strategic Plan.

Traffic Records Coordinating Committee Members:

State 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

Federal agencies:

- Federal Highway Administration
- Federal Motor Carrier Safety Administration

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

A top priority for improving the Commonwealth's Traffic Records Systems is electronic data of motor vehicle crashes. 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.

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

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

Strategies

- To fund activities such as contracting seven employees for traffic crashes data entry that will improve all crashes data availability from 775 days to 400 days by the end of 2015.
- To conduct an evaluation of the Police Accident Report (PPR-93) to ensure compliance with the Model Minimum Uniform Crash Criteria Guideline (MMUCC) and the inclusion of commercial motor vehicle data fields.
- To provide training for law enforcement and traffic safety agencies on complete and accurate traffic data collection and CARE database during 2015.
- To provide stakeholders (TRCC members) with direct access to traffic records data, like CARE Web and CARE Desktop Version by the end of 2015 and promote drunk drivers and repeat offenders data availability.
- To enhance the analytical capacity of the database of Analysis Accident Office to include a geo-location tool for crashes, codes of segments and allow scanning documents (PPR 93, property damages documents) by the end of 2015.
- To improve traffic records data collection to increase MIRE fields, of 26 in 2013 to 36 in 2015.
- To promote the integration (and warehousing) of traffic records to have 20% integration between two traffic records systems by the end of 2015; DAVID+ and SIJC database.

Performance Targets/Goals

- To collect digital data from the Police Accident Report (PAR) by the end of the calendar year, from 0 in 2013 to 25% in 2015.
- To increase Project CARE access, from 60 TRCC members in 2013 to 70 members in 2015.
- To reduce the time between crash and data availability in the Accidents Analysis Office (DOT) from 775 in 2014 to 400 days in 2015 by reducing the crash records backlog.
- To increase the actual 80% crash report to 95% in compliance with MMUCC.

Performance Measures

- Number of Digital Police Accident Reports (PAR)
- Number of members that have access to Project CARE
- The time between crash and data availability in the database
- Number of data elements in crash report in compliance with MMUCC
- Number of Model Inventory of Roadway Elements (MIRE)

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.

15-07-01

Traffic Records Coordinator

408

\$46,000.00

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 timeliness, accurate, complete, uniform, integrated and accessible way. Strategy is based on NHTSA’s Uniform Guidelines, Guideline #10 - Traffic Records, Chapter IV-Managing Traffic Records.

15-07-10

Backlog 3 - Updated Input Traffic Crash Data

408

\$200,000.00

Funds will be provided to contract 7 employees to work in the Accident Analyses Office of the Department of Transportation to Public Works. The employees will be working in the following areas: debugging, zoning, coding, and data entry. Data entry will be performed using the current procedure and cases for year 2014 will be entered. An input case per year is estimated at 200,000 (injuries, fatalities and damage property). The data entered into the system will be delivered to Dr. Hector M. Colón, Project Manager, and

Implementation of CARE Crash Data System to PR that in turn is sent to Alabama and become part of the CARE tool for analysis purposes.

15-07-13

CARE System to Puerto Rico Crash Data 3

408

\$300,000.00

Funds will be provided to: complete the initial development of the Mapclick tool – a tool to geolocate crashes and write the segment codes on the electronic crash record; add relational database capability to the CARE desktop application to allow construction of complex filters; develop new data entry screens following the modifications of the new Police Crash Report and restructure the crash database accordingly; enhance the functionality of the CARE tool in its two environments (desktop and web portal), and continue offering capacity building activities in data analysis to the users of the new analytical tool.

15-07-14

Fatality Analysis Reporting System (FARS)

408

\$5,000.00

Funds will be provided to cover fringe benefits for the FARS Analyst. These funds will be used especially to cover social security, retirement, workers compensation, health insurance, and Christmas bonus, 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 standard FARS forms. In addition, statistical reports have been performed from this data to be used by other agencies. The FARS Proposal received a funding reduction, which will be needed to cover the rest of expenses. The data entered into the system will be delivered to Dr. Hector M. Colón, Project Manager, and Implementation of CARE Crash Data System to PR

that in turn is sent to Alabama and become part of the CARE tool for analysis purposes. Strategy is based on NHTSA’s Uniform Guidelines, Guideline #10 – Traffic Records, Chapter 1 (a).

15-07-15

Electronic Ticketing and Accident Reporting Platform (eTARP)

408

\$800,000.00

Electronic Ticketing and Accident Reporting Platform (eTARP) is an initiative from the Office of the Chief of Information Officer that seeks to implement a technological platform to strengthen the Commonwealth of Puerto Rico’s ability to capture information related to traffic crashes and use the data to improve road and highway safety, educational campaigns, in compliance with Federal mandates or policy. The data gathered through eTARP will support Municipal, State and Federal law enforcement agencies by providing a reliable platform with up-to-date information on criminal records, pending tickets, reported crashes and others, which will support law enforcement planning and execution. The Accident Reporting Analytics project will focus on the analysis, design, development, testing, and implementation of an application to generate accident report forms (PPR-93) from data entered by the Puerto Rico Police through a mobile application at the scene of the accident. The accident reporting analytics technical solution will use the GMQ for messaging and will store captured data in a central database. Strategy is based on NHTSA’s Uniform Guidelines, Guideline #10 – Traffic Records, Chapter 1.

15-07-16

Traffic Records Forum

408

\$18,000.00

Funds will be provided to cover the expenses to travel and participate to the Traffic Records Forum 2014 in Saint Louis, Missouri, October 26–29, 2014. This forum will be a great opportunity to bring together our traffic records partners from all six-core disciplines: crash, driver, vehicle, roadway, citation/ adjudication and EMS/Injury Surveillance. The forum will provide a professional setting to share Puerto Rico’s traffic records experiences, discuss common concerns, learn new and innovative ways, and review recent studies with other states and jurisdictions. A high quality discussion among traffic records professionals and its core representatives will ensure improvement towards traffic safety programming, operational management, strategic planning and invigorate TRCC with new ideas. This activity is intended to strengthen an integrated Puerto Rico’s Traffic Records System as part of NHTSA’s vision in promoting a comprehensive and efficient traffic records system. Strategy is based on NHTSA’s Uniform Guidelines, Guideline #10 – Traffic Records, Chapter IV.

15-07-17

IT Specialist/Facilitator

408

\$40,000.00

An IT Specialist is a key player when technology is fundamental to develop a program like Traffic Records. Lack of understanding and knowledge of the operation of information systems and advanced technology could affect negatively decision making regarding strategies related and implemented with technology and specialized software. Having this in mind, an IT Specialist with evaluation/planning skills will be contracted to provide technical advice to TR

Coordinator, to conduct workshops to improve TR Strategic Planning, to design practical tools to improve the evaluation of the six core systems and advice regarding software and technologies. This specialist will be a facilitator and will assist in designing, with the members of the TRCC, activities aimed to assess the current situation of the Strategic Plan and define initiatives and an action plan to improve current process of implementation of the comprehensive Puerto Rico Traffic Records System. Strategy is based on Traffic Records Assessment 2012 (Section 1-B).

NON-OCCUPANT PROTECTION PROGRAM

Program Overview – Pedestrians

Throughout the years, Puerto Rico has experimented significant changes that have affected the safety of non-occupants (pedestrians and cyclists). During the 2011–2013 period, a total of 1,071 fatalities were reported, 348, or 32%, of these were non-occupants. Of total non-occupant fatalities, 310, or 89%, were pedestrians, 34, or 10%, were cyclists, and 4, or 1%, were horse riders.

Pedestrians

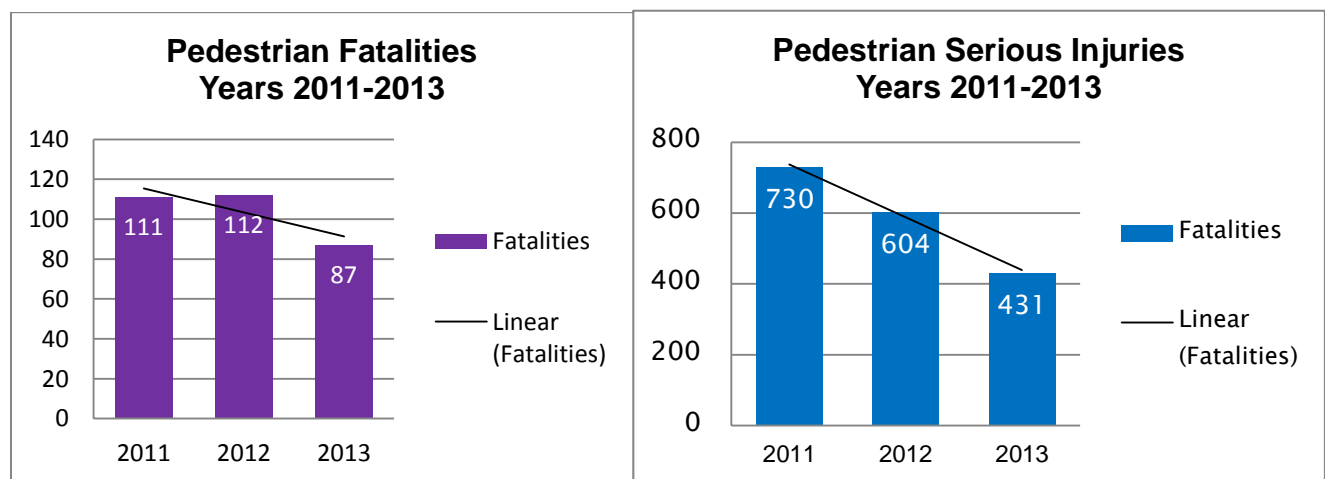


Figure 24: Pedestrian Fatalities & Serious Injuries Years 2011–2013

When analyzing pedestrian fatalities during the 2011–2013 period:

- 78% of fatalities were male and 21% were female
- 56% of fatalities were in 50–63+ years old age group, followed by the 37–49 years old age group with 15%
- 66% of fatalities occurred between 6:00pm– 6:00am
- During 2013, there was a reduction of 22% in pedestrian fatalities when compared with 2012

When analyzing pedestrian serious injuries during the 2011–2013 period:

- 67% of serious injuries were male and 37% were female
- 43% of serious injuries belonged to the 50–63+ years age group, followed by the 37–49 years age group with 17%
- 33% of serious injuries occurred between 6:00pm– 11:59pm, followed by time range of 6:00am– 11:59am with 30%
- During 2013, there was a reduction of 29% of pedestrian serious injuries when compared with 2012

Cyclists

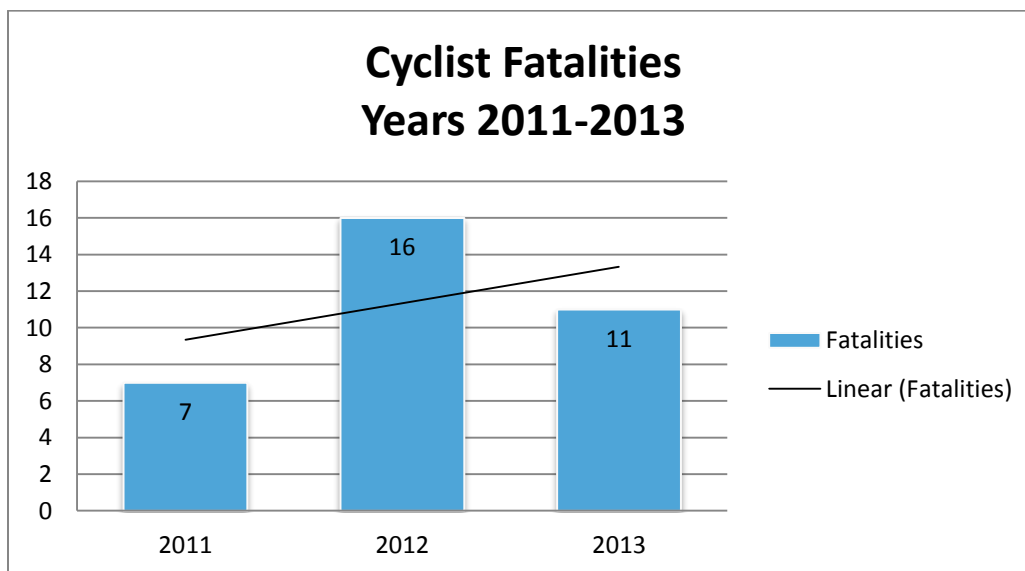


Figure 25: Cyclist Fatalities Years 2011–2013

When analyzing cyclist fatalities for the 2011–2013 period:

- 100% of these were male
- 32% of pedestrian fatalities belonged to the 50–62 years age group, followed by the 25–36 years age group with 26%
- 82% of cyclist fatalities occurred between Thursday and Sunday
- 59% of pedestrian fatalities occurred between 6:00pm– 11:59pm
- During 2013, there was a reduction of 5 fatalities when compared with 2012

Distribution of Non-Occupant Fatalities by Type and Year									
Year	Total Fatalities	Total Fatalities Non-Occupant		Non-Occupant by Category					
				Pedestrians		Cyclists		Horse Riders	
		Fatal	%	Fatal	%	Fatal	%	Fatal	%
2011	361	119	33%	111	31%	7	2%	1	0%
2012	366	129	35%	112	31%	16	4%	2	1%
2013	344	100	29%	87	25%	11	3%	4	1%
Total	1,071	348	32%	310	29%	34	3%	7	1%

Figure 26: Distribution on Non-Occupant Fatalities by Type and Year

Among priorities identified by PRTSC are:

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

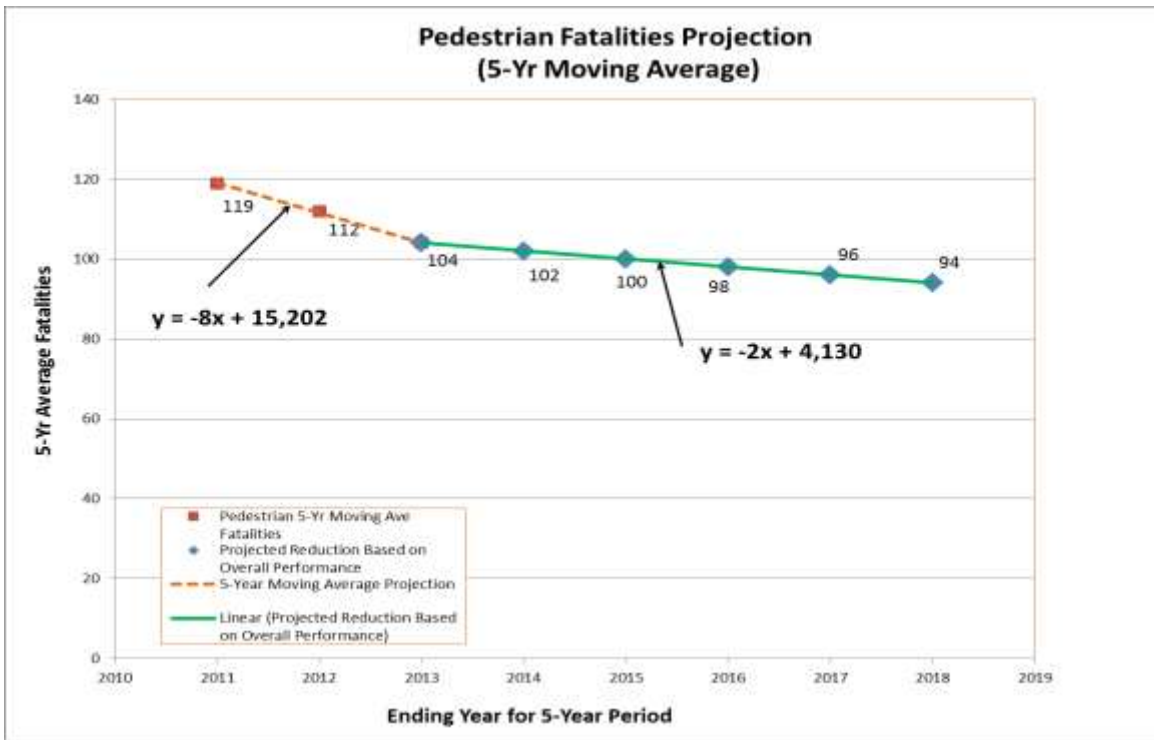


Figure 27: Pedestrian Fatalities Projections (5Yr Moving Average)

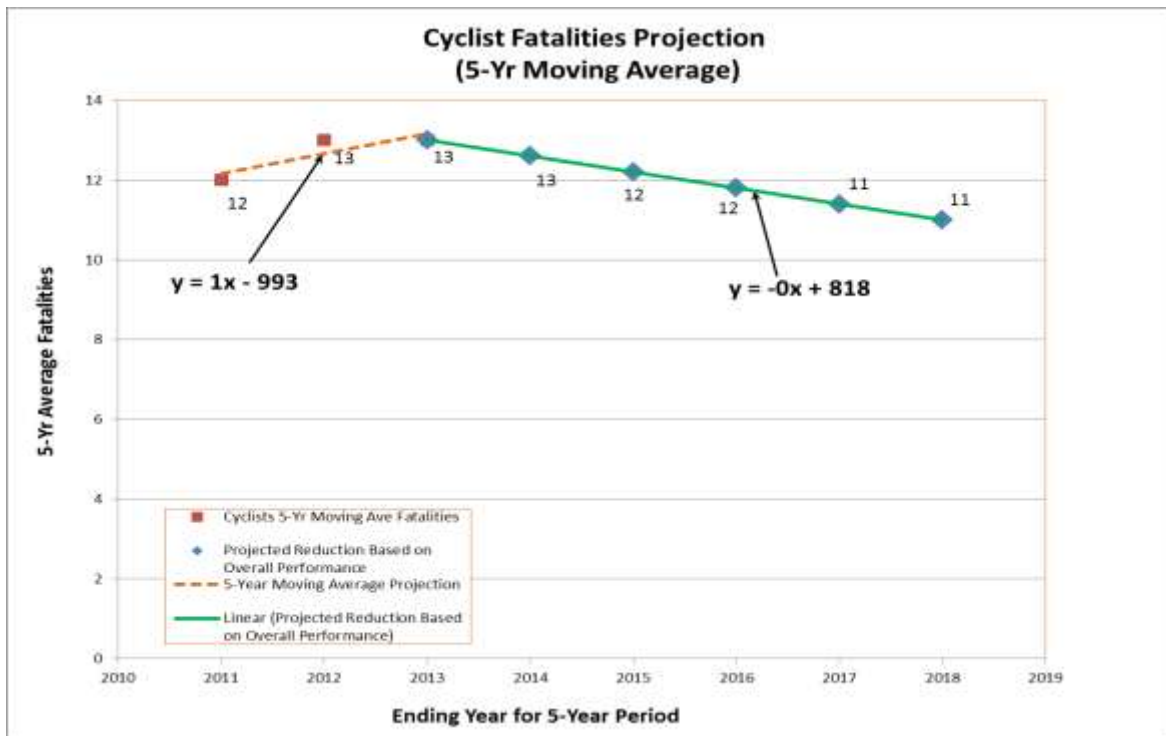


Figure 28: Cyclist Fatalities Projections (5yr Moving Average)

Performance goals

- Five-year moving average establishes 91 pedestrian fatalities for year 2015, however, based on past experience, an increasing demographic reduction and a probable reduced VMT, PRTSC intends to reduce pedestrians fatalities from 87 in 2013 to 82 in 2015 (5%).
- Five-year moving average establishes 11 cyclists’ fatalities for 2015; PRTSC intends to maintain the 11 cyclists as the 2015 goal.
- To reduce the 5-year moving average of vulnerable road users (pedestrian & cyclists) from 758 in 2013 to 677 in 2015, resulting in a five year average reduction of 554

Performance Measures

- Number of non-occupant fatalities
- Number of pedestrian fatalities.
- Number of cyclist fatalities.
- Number of people reached with the educational programs.

Projects Strategies

15 – 08-01

Non-Occupant Coordinator

402 PS

\$45,000

The coordinator will continue working on implementing PRTSC strategies for the reduction of non-occupant fatalities and increasing stakeholders. Also, will continue to participate in meetings, educational activities, and events focused in community outreach and awareness especially among adults and older people. Participation in cyclist events will be included in educational and awareness events to provide information of Cyclist Bill of Rights, proper gear,

and share the road. Pedestrian and cyclist safety school zone topics will be addressed in educational activities, mainly in elementary school and preschools. Salary, fringe benefits, local travel expenses, supplies, and equipment will be funded.

15-08-XX

Project “Peatón a la Vista”

402 PS

\$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 Enhancements. The project will involve service providers, regional law enforcement officers among other public and private agencies. Funds will cover educational and retro-reflective materials

15-08-02

Traffic Safety Education Park (PESET)

402 PS

\$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 cyclist to 7 to 10 year old kids 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 Pages 8-13, 8-14 and -815 and Chapter 9 Section 3 - 3.2 promote bicycle helmet use with education Pages 9-24 and 9-25. Provide and promote correct actions based on education, allows children to have skills and safety awareness on all matters related to traffic.

TRAFFIC ENGINEERING

Program Overview

Puerto Rico Traffic Safety Commission through its Engineering Program seeks the integration of the four E's (EMS, Enforcement, Education & Engineering), with the purpose of finding solutions for road safety problems on state roads throughout the island. Risk elimination on road networks is not an easy task, but it can be achieved through programs like this one which identify "hot spots" through analyses of fatalities and crashes data to propose projects focused on road safety improvements.

Among Puerto Rico's demographic data, it should be noted that the island features a superficial area of 3,500 sq.mi., which is divided among 78 municipalities. According to what was reported by the 2010 CENSUS, island's population rose to 3.7 million inhabitants. An 83% of this population, 2,100,076 has a driver's license provided by the state. In addition as of year 2013, there were 2,842,420 motor vehicle registered on the island.

Statistics show the existence of various main causes for which users of our road networks end up dead or injured every year. The principal causes of deaths continue to be alcohol-impaired drivers and aggressive drivers. However, off-the-road drivers have also been identified as one of the principal causes and a factor to be considered within fatality crashes. During 2013 fatalities decreased,

from 366 reported on 2012 to 344. Also, a reduction in serious injuries was noticed with which reached a total of 5,090 reported.

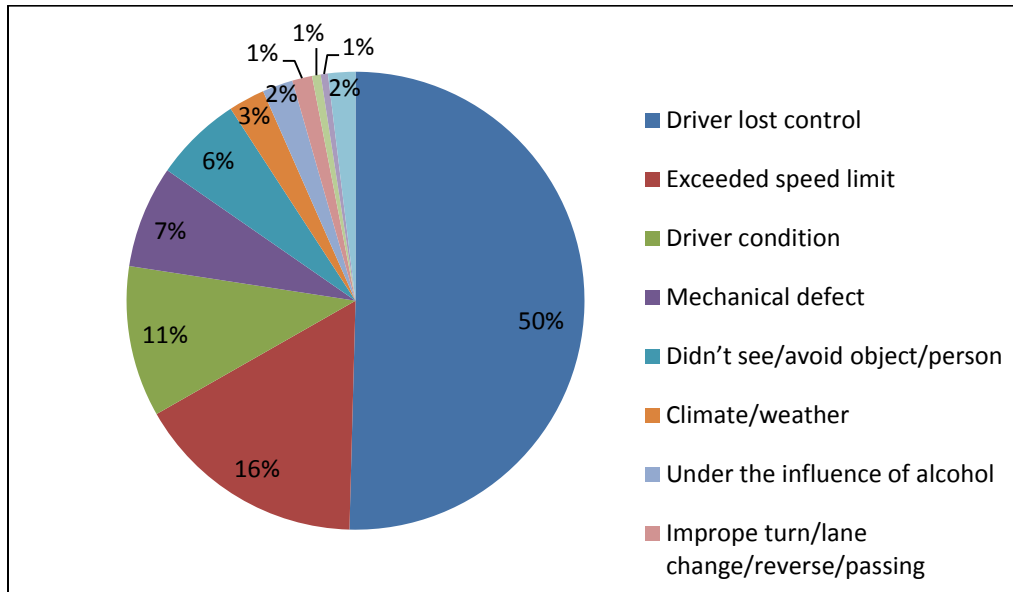


Figure 29: Average Annual Run-off-road Crashes by Contributing Circumstances

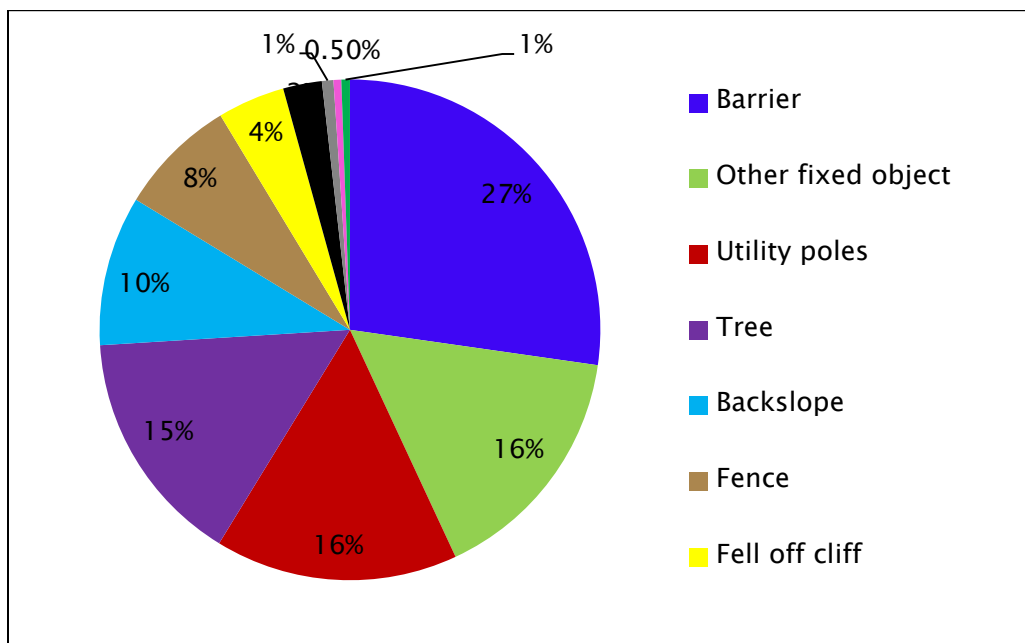


Figure 30: Average Annual Run-Off-road Crashes by related Event

The Engineering / Impact Team of the PRTSC works arduously to reduce road crashes on the island. This effort is accomplished together with other agencies with similar goals. The Road Safety Division of the Road & Transportation Authority (RTA) is a key element for the development of this program; they are the ones that submit the proposals that include hazard elimination projects to be approved by the PRTSC. There's a close professional relation between this division and the PRTSC's Engineering Program. In conjunction projects from are worked the moment of the initial inspection, up to the moment the project is handed over once construction is finalized and went through all required processes (evaluation, proposal submitting, design, construction, final inspection, etc).

Projects presented by the RTA for funding approval are justified with statistical data of crashes and injuries. These analyses are executed to identify each and every submitted proposal for problem solving. With these projects we seek the construction of road safety projects, having in mind new road safety strategies and systems available in the market. To this date, we are working on the continuity of five (5) projects which were recipients of 154HE and 164HE funds and administered under this module. In addition, the RTA will be submitting six (6) proposals for new projects which will offer safety to road networks in the island.

This year, the PRTSC's Engineering Module will continue its efforts to provide education to road safety related personnel on the island. Various activities focused on the professionals that develop projects from its design up to its

construction, will be included. This way a road safety culture can be promoted from the beginning of the projects.

The Engineering Module consists of a program manager who is primarily in charge of managing the proposals/projects and making field inspections to refer them to the appropriate division. In addition, program manager actively participates in various interagency committees, like TIM, SHSP, HSP, among others. The manager of this module was selected by the Executive Director of the PRTSC and the Secretary of the Department of Transportation and Public Works (DOT), with the purpose of creating one of four links between the Executive Committee and the Steering Committee.

This year, PRTSC has been 100% involved with the development of the SHSP of the RTA. From first reunions up to the recommendations of the written plan, PRTSC has participated on each decision this plan requires. On the past, Puerto Rico was not obliged by the federal government to create the SHSP, but due to new federal regulations (MAP-21) the creation of this plan became indispensable.

Performance Goals

PERFORMANCE GOALS			
DESCRIPTION	2012-2013	2013-2014	2014-2015
Analyze and Inspect multiples of roads sites with safety issues around the island	16	24	30
Coordinate and Promote Professional Highway Safety Education	4	6	6
Increase the number of sites visits to refer problems to the DOT	8	16	24
Continue managing and monitoring new and ongoing projects	5	5	8
Promote the replacement and Up-Grades of Traffic Safety Control Devices in the road system	4	6	8
<i>See Performance Goals by Projects Strategies for Crash Reduction</i>			

Performance Measure

PERFORMANCE MEASURE
Hazard Elimination Construction Fund Liquidated.
Number of New Site Identifications
Number of ongoing Projects Completed
Number of Highway Safety Activities Related

Projects Strategies

15-11-02

Impact Team Coordinator/Traffic Engineering Management

164HE

\$75,000.00

The Project Manager is the person in charge of maintaining communications between the DOT and the PRTSC, primarily on subjects relating to road safety projects. Tasks to be carried out are the coordination of projects subsidized with NHTSA funds, proposal and projects evaluations, field inspections, active participation in the different committees and interagency reunions, among others. This funds assignment is used to cover salary, marginal benefits, materials, equipment’s, seminars, local travel, out-of-state travel, contractual services, among others. Strategies developed and presented are based on NHHTSA’s Uniform Guidelines, Guideline #21–Roadway Safety, Chapter I of Program Management.

New Projects

For this fiscal year 2014–2015, PRTSC’s Engineering Program has worked arduously with the road safety division of the RTA to use the available funds in sections 154HE and 164HE for road safety upgrades. For this purpose, during fiscal year 2013–2014, RTA submitted six (6) proposals for new projects. These proposals were evaluated and approved for fiscal year 2014–2015. Table shown below provides general descriptions of these new projects.

NEW PROJECTS FROM PRHTA/DOT		
DESCRIPTION	COST	Comments
Traffic Signal Upgrade in the Intersection of PR-194 with Conquistador Ave.	\$350,000.00	Approved Proposal
Traffic Signal Upgrade in the Intersection of PR-174 with CESCO access road.	\$350,000.00	Approved Proposal
Traffic Signal Upgrade in the Intersection of PR-127 with Santa Elena Shopping Center	\$300,000.00	Approved Proposal
Safety Improvement in the Intersection of PR-54 with PR-7711	\$1,300,000.00	Approved Proposal
Safety Improvement in the PR-100, Km 0 to Km 16.3	\$1,500,000.00	Approved Proposal
Safety Improvement in the PR-107, Km 0 to Km 4.5	\$1,500,000.00	Approved Proposal
TOTAL APPROVED	\$5,300,000.00	

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 Strategy Highway Safety Plan, emphasis Area Roadway Departure & Intersection principally.

PR-194 Municipality of Fajardo

164HE

\$350,000.00

This project consists on upgrading/replacing traffic signal systems situated on a traffic signal intersection that provides access to citizens of the municipality of Fajardo. With the replacement of traffic signals equipment and additional improvements we can provide safety to the users of this intersection. The data used to justify this project is shown below.

MUNICIPALITY OF FAJARDO											
PR-194 Intersection with Conquistador Ave.(AC-019407)											
From January 1, 2002 to January 1, 2010											
Fatal Crashes	Injury Crashes	Property Damage	Total Crashes	AADT	Traffic Signal Upgrade CFR	Pavement Marking	Emphasis Area SHSP 2013	Passenger Vehicle Involved	Motorcycle Involved	Bicycle Involved	Pedestrian Involved
0	11	114	125	35,000	20%	6%	Driver Behavior	121	3	0	6

* Expected Crash Reduction Factor (CRF) were selected from CRF Tables.

PR-174 Municipality of Bayamon

164HE

\$350,000.00

This project consists on upgrading/replacing traffic signal systems situated on a traffic signal intersection that provides access to citizens of the municipality of Bayamón. With the replacement of traffic signals equipment and additional improvements we can provide safety to the users of this intersection. The data used to justify this project is shown below.

MUNICIPALITY OF BAYAMON											
PR-174 Intersection with CESCO Access Road (AC-017418)											
From January 1, 2002 to January 1, 2010											
Fatal Crashes	Injury Crashes	Property Damage	Total Crashes	AADT	Traffic Signal Upgrade CFR	Pavement Marking	Emphasis Area SHSP 2013	Passenger Vehicle Involved	Motorcycle Involved	Bicycle Involved	Pedestrian Involved
0	10	121	131	37,900	20%	6%	Driver Behavior	126	3	0	3

* Expected Crash Reduction Factor (CRF) were selected from CRF Tables.

PR-127 Municipality of Guayanilla

164HE

\$300,000.00

This project consists on upgrading/replacing traffic signal systems situated on a traffic signal intersection that provides access to citizens of the municipality of Guayanilla. With the replacement of traffic signals equipment and additional improvements we can provide safety to the users of this intersection. The data used to justify this project is shown below.

MUNICIPALITY OF GUAYANILLA											
PR-127 Intersection with Santa Elena Shopping Center (AC-012719)											
From January 1, 2002 to January 1, 2010											
Fatal Crashes	Injury Crashes	Property Damage	Total Crashes	AADT	Traffic Signal Upgrade CFR	Pavement Marking	Emphasis Area SHSP 2013	Passenger Vehicle Involved	Motorcycle Involved	Bicycle Involved	Pedestrian Involved
0	6	11	17	14,500	20%	6%	Driver Behavior	16	0	0	0

* Expected Crash Reduction Factor (CRF) were selected from CRF Tables.

PR-54 Municipality of Guayama

154HE

\$1,300,000.00

This project consists on the construction of a new intersection that will offer safety to users that transit this specific road. When construction in this intersection is done, crashes and conflicts among drivers should decrease considerably, thus creating a safer intersection for all. The data used to justify this project is shown below.

MUNICIPALITY OF GUAYAMA														
PR-54 Intersection with pr-7711 (AC-012719)														
From January 1, 2002 to January 1, 2010														
Fatal Crashes	Injury Crashes	Property Damage	Total Crashes	AADT	NEW Traffic Signal	Pavement Marking	Pavement Rehabilitation	Signing	Guardrail	Emphasis Area SHSP 2013	Passenger Vehicle Involved	Motorcycle Involved	Bicycle Involved	Pedestrian Involved
1	48	56	105	21,000	20%	6%	9%	15%	9%	Roadway Departure Driver Behavior	102	2	0	3

* Expected Crash Reduction Factor (CRF) were selected from CRF Tables.

PR-107 Municipality of Aguadilla

154HE

\$1,500,000.00

In this particular project, the program manager directly collaborated with the RTA personnel during the Request for Proposal (RFP) process. With the construction of this project we seek to improve road safety on this port connector. This connector is one of much importance for the municipality of Aguadilla, since it serves as access to the regional airport and multiple houses and businesses. In general, the project consists in upgrading the complete road course, including traffic signals, road markings, “ojos de gato”, centerline rumble strips, signage, among others. The data used to justify this project is shown below.

MUNICIPALITY OF AGUADILLA														
PR-107 Ifrom Km. 0 to Km 4.3														
From January 1, 2002 to December 31, 2012														
Fatal Crashes	Injury Crashes	Property Damage	Total Crashes	AADT	Traffic Signal Upgrade	Pavement Marking	Pavement Rehabilitation	Signing	Guardrail	Emphasis Area SHSP 2013	Passenger Vehicle Involved	Motorcycle Involved	Bicycle Involved	Pedestrian Involved
1	48	56	105	22,000	15%	6%	9%	15%	9%	Pedestrian Driver Behavior	344	24	0	33

* Expected Crash Reduction Factor (CRF) were selected from CRF Tables.

PR-100 Municipality of Cabo Rojo

154HE

\$1,500,000.00

With the construction of this project we seek to improve road safety. It was determined that this project should attack existing safety issues. Through the RFP, on which the project manager had close participation, corrective safety measures were determined to be carried out on this road. Some on these are road markings, signage, “ojos de gato”, rumble strips, among others. The data used to justify this project is shown below.

MUNICIPALITY OF CABO ROJO														
PR-100 from Km. 0 to Km 16.3														
From January 1, 2002 to December 31, 2012														
Fatal Crashes	Injury Crashes	Property Damage	Total Crashes	AADT	Traffic Signal Upgrade	Pavement Marking	Rumble Strip	Signing	Guardrail	Emphasis Area SHSP 2013	Passenger Vehicle Involved	Motorcycle Involved	Bicycle Involved	Pedestrian Involved
13	299	0	312	20,000	0%	6%	15%	15%	9%	Roadway Departure Driver Behavior	272	49	0	10

* Expected Crash Reduction Factor (CRF) were selected from CRF Tables.

Island Wide Roads Safety Up-Grade

154HE

\$900,000.00

164HE

\$1, 000,000.00

Some roads in Puerto Rico with heaviest traffic flow require safety up-grades. With this in mind, PRTSC will be working together with the DOT on various projects to eliminate road hazards and continue providing the users with safety elements on these roads.

Continuity Projects

Projects described ahead were approved for FY 2013–2014, funded by Sections 154HE and 164HE. At this moment design or construction labors for these projects have finalized, but they haven’t been closed. These projects are in the administrative closing stages and we expect for them to be completely closed by the end of calendar year 2014.

CONTINUITY PROJECTS	
PROJECT DESCRIPTION	Funds Requested 2013-2014
Safety improvement at PR-114 from Km. 7.6 to Km. 14.6 in san German	\$ 350,000.00
Installation of Traffic Signal System at Intersection Pr-5 with PR-825 in Naranjito	\$ 20,000.00
Geometrical and safety Improvement at PR-2 from Km. 102.4 to 106.2 in Quebradilla & Isabela.	\$ 150,000.00
Geometric Improvement in the intersection PR-3 with PR-185 in Canovanas	\$ 75,000.00
Installation of Traffic Signal System at Intersection PR-100 with Plan Bonito access road in Cabo Rojo	\$ 10,000.00
TOTAL	\$ 605,000.00

MEDIA CAMPAIGN

Program Overview

The PRTSC’s Public Relations and Communications Division (PR&C) focuses its media campaigns in traffic safety issues and initiatives on reducing fatalities and injuries crashes. To achieve these objectives, PR&C Division work strategically integration advertising and public relations tactics related to emerging trends on the Communications industry. A communications strategic plan, based on problem identification and data analysis, is develop for each program addressing identified target audience.

In addition, PR&C worked closely with the Strategic Highway Safety Plan committee. One of its tasks was to contribute in the launching of the internet portal www.carreterasseguraspr.com. This website includes all information related to SHSP’s work plans and educational content. Also, the division took part in the coordination efforts for the Safety Summit, which took place on May 7th, 2014.

Focus

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

Strategies

- ♦ Frequency of messages
- ♦ Strategic exposure on social media networks
- ♦ Focus on target audience
- ♦ Innovative marketing strategies to communicate traffic safety messages

- ♦ Increase interaction with the public through traditional media and social networks

This year, PRTSC will generate paid and earned media for traffic safety initiatives and programs. It will also support several public awareness campaigns during FY2015, like the Impaired Driving Enforcement Crackdowns including Thanksgiving, Holiday, Easter, Summer and Labor Day; and Click it or Ticket (CIOT) National Mobilization enforcement campaigns.

PRTSC is using social media networks as a free source to engage the target audience. As part of campaign 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 PR&C Division by creating and developing public awareness campaigns, the production of videos, audio, print, graphic materials and digital productions. Also, supporting media buy plans, press related efforts and activities. They also assist in media monitoring public affairs and new related to traffic safety. Photography and Video Services provide material to send to the Media and to document educational efforts as part of follow ups and evaluation.

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

- ♦ 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

15- 12-01
 154AL
 \$1,500,000.00

Impaired Driving Media Campaign Plan aims efforts at Drunk Drivers, which include sobriety checkpoints publication, impaired driving enforcement efforts, awareness, and education. The project handles funds of campaign productions, such as creative concepts, art designs, educational material, banners, TV and radio ad production, and paid media plans, among others.

15-12-02

154AL

\$350,000.00

Youth Impaired Driving Media Campaign 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. The project handles funds of campaign productions, such as creative concepts, art designs, educational material, banners, TV and radio ad production, and paid media plans, among others.

15-12-03

402PM

\$200,000.00

Speed, Aggressive & Distracted Media Campaign Plan includes awareness campaigns about speed, aggressive and distracted drivers. The project will use funds for campaign productions, such as creative concepts, art designs, educational material, banners, TV and radio ad production, and paid media plans, among others.

15-12-07

402PM

\$200,000.00

Occupant Protection Media Campaign Plan includes efforts to increase seat belt usage to support and reinforce the Occupant Protection Program including the National CIOT mobilization campaign and Child Restraint to support the National Child Seat Campaign. The project handles funds of campaign productions, such as creative concepts, art designs, educational material, banners, TV and radio ad production, and paid media plans, among others.

15-12-10

402PM

\$200,000.00

Non-occupant Protection Media Campaign Plan includes efforts to reduce pedestrian and cyclist fatalities, and to increase awareness about safety in school zones. The Project handles funds of campaign productions, such as creative concepts, art designs, educational material, banners, TV and radio ad production, and paid media plans, among others.

15-12-12

402PM

\$100,000.00

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

MOTORCYCLE SAFETY

Program Overview

During the three-year period of 2011–2013, 138 motorcyclist fatalities occurred in Puerto Rico. Years 2011 and 2012, reported the same amount of fatalities, 49. An 18% reduction is shown from 2013 to 2012.

Currently, motorcyclist fatalities account for 13% of total traffic fatalities; this shows a significant reduction in motorcyclist fatalities in the three-year period. Credit should be given to Law 107, enforcement and educational efforts including motorcyclist training.

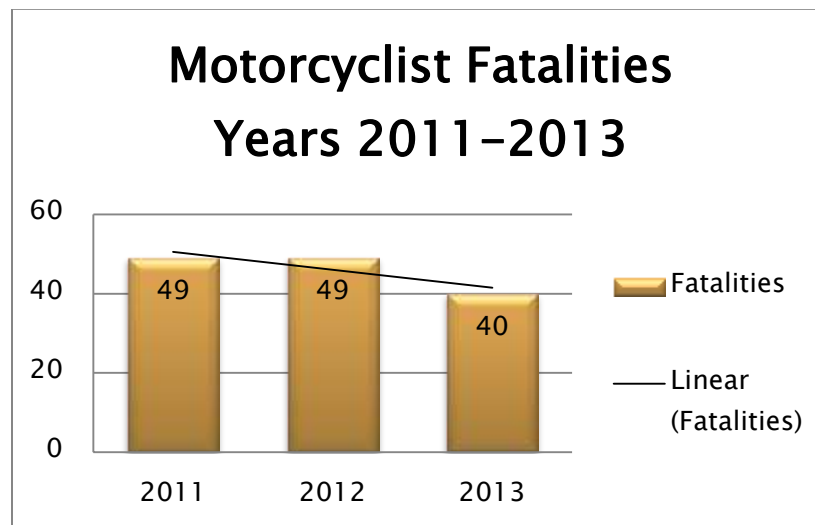


Figure 31: Motorcyclist Fatalities Years 2011–2013

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

During the 2011–2013 period, a 62% of motorcyclist fatalities occurred on weekends. In addition, data shows that group age most at risk are males between 18–49 years old. This age group accounted for 39% of total motorcycle fatalities. Alcohol-impaired driving was a factor in 39% of fatalities.

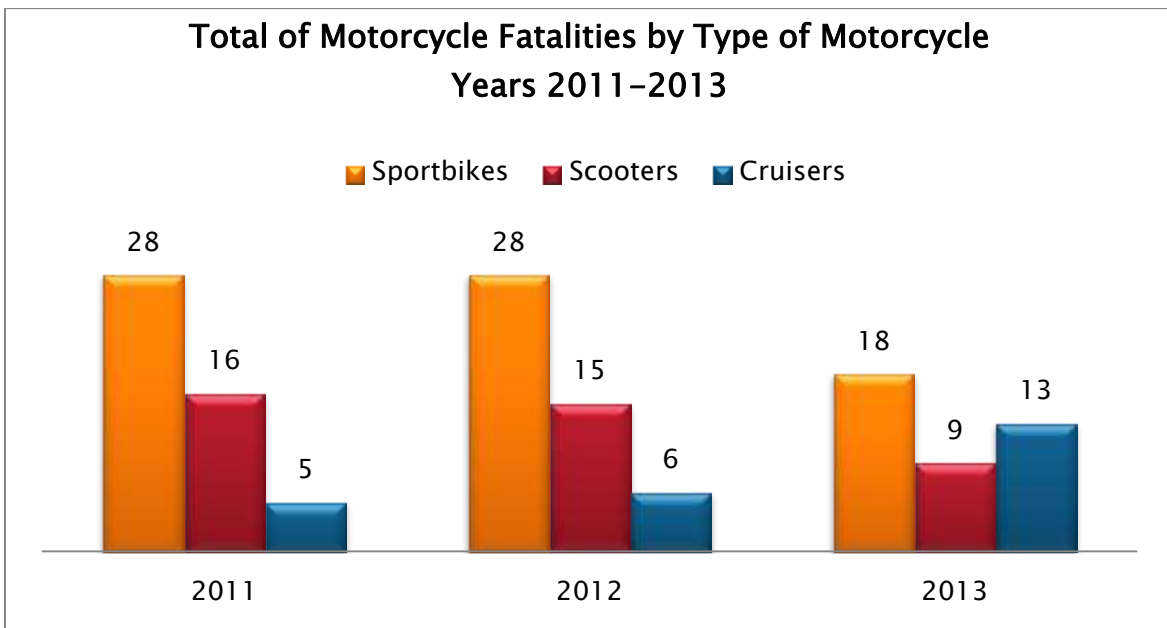


Figure 32: Total Motorcycle Fatalities by type of Motorcycle Year 2011–2013

Analysis of data from year 2011–2013 indicates fatalities by type of motorcycle as follow:

- Sport Bikes with 74 fatalities, accounting for 54% of total
- Cruisers with 13 fatalities, accounting for 17 % of total
- Scooters with 9 fatalities, accounting for 29 % of total

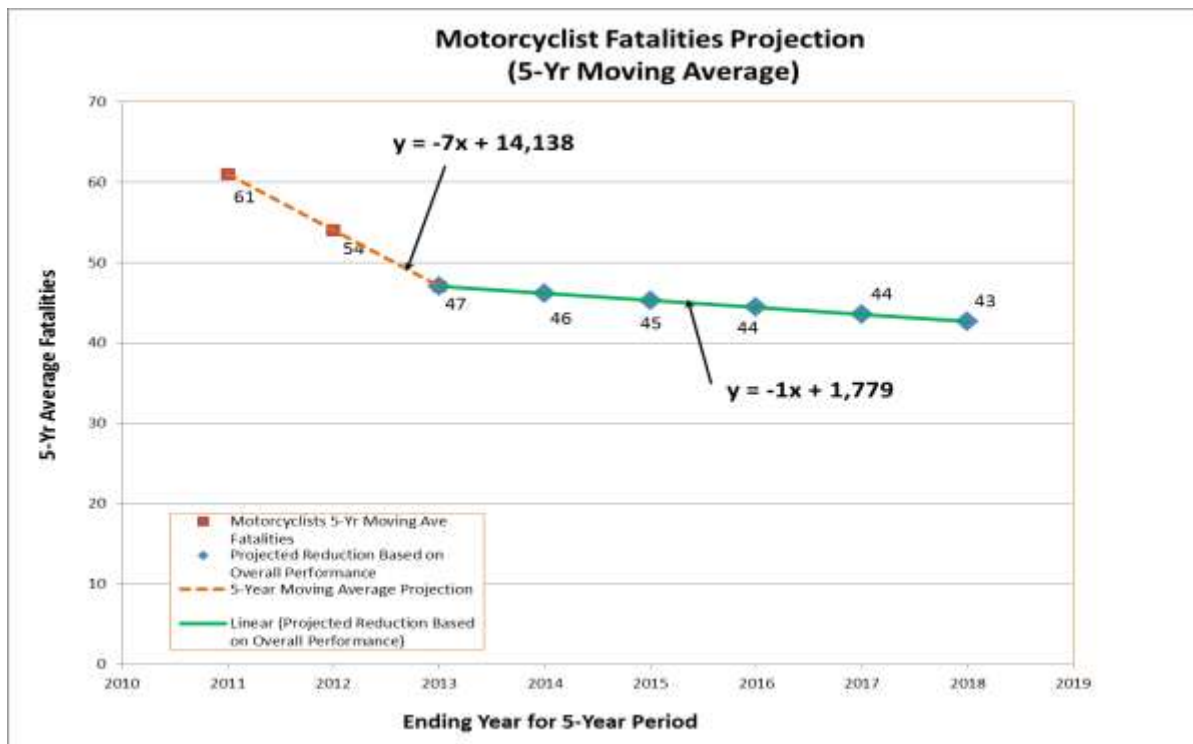


Figure 33: Motorcyclist Fatalities Projection (5Yr Moving Average)

Performance Targets/Goals

Five-year moving average establishes 43 motorcyclists fatalities for year 2015, based on experience, a demographic reduction and a probable reduced VMT, PRTSC intends to reduce motorcyclists fatalities from 40 in 2013 to 38 in 2015.

Performance Measures

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

Projects Strategies

15-13-06

Motorcycle Safety Coordinator

402MC

\$80,000.00

A comprehensive Motorcycle Safety program that includes public awareness, enforcement and engineering countermeasures requires coordination at PRTSC level. Salary, fringe benefits, local and out of Puerto Rico travel expenses, rent, purchase and maintenance of equipment, contractual services, training costs and educational materials targeted to helmet use and proper gear, share the road and impaired riding, that is going to be included in alcohol mobilizations, among others motorcycle safety related issues will be funded. Coordinator is going to continue MSF Certified Rider Coach using the MSF curriculum (Basic Rider Course and experience) to National Guard and Air National Guard. The Motorcycle Safety Coordinator will continue to submit recommendations to increase range size and uniformity. The Program Coordinator in coordination with DISCO, is looking for new sites to establish two additional ranges. Also, safety curriculum and law information will be revised (the program coordinator is working on the new motorcyclist guide). Emergency response training “First There, First Care“ with emphasis in CPR, stop bleeding and the new section of helmet removal of an injured motorcyclist will be conducted for motorcycle clubs, police officers and DMV personnel in charge of motorcyclist matters. The Motorcycle Safety Coordinator will coordinate those trainings. Strategy is based on NHTSA’s Uniform Guidelines, Guideline #3 Motorcycle safety, Chapter 1. Program Management.

15-13-XX

Motorcycle Safety Helmets

402MC

\$15,000.00

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 three year moving average from 2011 to 2013, we have 138 fatalities, a 91 was unhelmet and 47 was using a helmet. That shows a 34 percent of helmet use. The moving average for unhelmet motorcycle fatalities has been declining over the past 3 years, from 39 in 2011 to 23 in 2013 that shows a 41% reduction in unhelmeted motorcyclist fatalities. Even though a state law requiring all riders and passengers to wear a certified DOT helmets is mandated, there are those who continue to ride without a helmet. 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 rider’s heads during a crash. Research indicates that helmets reduce motorcycle rider’s 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 based on the countermeasure that works 2013, Chapter 5. Motorcycles, section 1.3 Motorcycle Helmet Law Enforcement: Noncompliant Helmets.

Although challenging, the task of motorcyclist’s compliance with helmet law requires creative and safe enforcement strategies to identify and cite motorcycle riders using non-compliant helmets or no use at all. 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. More aggressive campaign is recommended.

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

It is important to continue efforts toward combating distracted driving in particular, texting and talking on hand-held phones. Steps have been taken in order to reduce the behavior but much is still to be done. Awareness is the main key toward future success, but we must take into consideration that cell phone use has have such a predominant presence in the past 10 years and, just recently, January 1st, 2013 a law prohibiting its use while driving had been enacted meaning that a lot of efforts and tenacity are required in order to change drivers behavior toward this safety issue.

Recently, public interest on distracted driving has somewhat risen in Puerto Rico, sadly, due to traffic fatality cases that have occurred during 2014. For example, the case of a 33 year old Police Officer who was killed in a crash in her patrol car. The driver who caused the crash was using his cell phone. After this tragic event, PRTSC and the Government of Puerto Rico considered a new law measure with the purpose of amending Law 201. With this amendment, the original \$50 fine increased to \$250. This amendment was approved by the legislative branch, and is now waiting for the signature of the Governor.

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

During 2012, there was an estimate of 3.06 million registered cell phones in Puerto Rico. According to the study *Distracted Driving/Speeding 2013* conducted in Puerto Rico, the principal reasons for using cell phones while driving are associated to family issues, work related calls, casual conversations and personal matters (appointments). A 95% of respondents reported owning a cell phone, and 79% use mobile phones while driving, talking for up to 30 minutes on a normal day. In addition, virtually all (99%) of those who use cell phones “receive calls” while driving, and 85% make the calls themselves. Study concluded by pointing out that 81% of drivers who own cell phones report owning a hands-free device; of these, around 65% use them frequently (“always” or “almost always”). In Puerto Rico texting while driving also has proven to be a practice that is increasing.

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

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

A jointed enforcement effort was conducted with PRPD and 10 Municipal Police according to Law 201 requirements. With following results:

PRPD Cell Phone Tickets 2013	Mobilization 2014 PRPD Cell Phone Tickets	Mobilization 2014 Municipal Police Cell Phone Tickets
39,477	3,404	2,730

*Until November 30, 2013

Data obtained from the surveys conducted by PRTSC contractor reveal that 44% of the surveyed reported to sending text messages and 70% reading text messages, both while driving. Finally, it is important that PRTSC continues efforts toward combating distracted driving in particular, texting and talking on hand-held phones while driving. Steps have been taken in order to reduce this behavior but much is still.

Performance Goals

- To decrease the percentage of people that reported making cell phone calls while driving from 85% on 2014 to 80% in 2015.
- 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 2015.
- 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 StrategiesDD-14-03

15-14-03

Distracted Driving Coordinator

402DD

\$11,000.00

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.

15-14-04

Distracted Driving Employer Program

402DD

\$10,000.00

Changes in driver 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.

15-14-XX

Distracted Driving Surveys

402DD

\$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.

15-14-XX

Distracted Driving Mobilization

402 DD

\$185,000

During April 2015, PRTSC will grant funds for overtime hours to State Police and Municipal Police to the Distracted Driving Mobilization and supported by a media campaign. This mobilization will be island wide, during day hours. During this mobilization HVE and preventive patrol will be increased in order to issue citations for distracted drivers (cell-phone use), with the purpose of creating awareness among all citizens on the dangers of texting or using a cell phone while driving and Law 201. Police funds will be granted through mini-grants for effectiveness.

POLICE REGIONS INJURY + FATAL 2012

PRPD REGIONS INJURY CRASHES AND FATALITIES 2012							
SAN JUAN REGION	TOTAL POPULATION	INJURY CRASHES 2012	FATALITIES 2012	ARECIBO REGION	TOTAL POPULATION	INJURY CRASHES 2012	FATALITIES 2012
San Juan	395,326	3,065	35	Arecibo	96,440	698	15
Barceloneta	24,816	218	4	Camuy	35,159	248	1
Ciales	18,782	144	1	Florida	12,680	64	1
Hatillo	41,953	376	3	Manati	44,113	335	5
Morovis	32,610	170	3	Quebradillas	25,919	164	4
TOTAL	332,472	2417	37	AGUADILLA REGION	TOTAL POPULATION	INJURY CRASHES 2012	FATALITIES 2012
Aguada	41,959	394	5	Aguadilla	60,949	787	12
Isabela	45,631	389	4	Moca	40,109	398	3
Rincon	15,200	114	4	San Sebastian	42,430	191	7
TOTAL	246,278	2273	35	MAYAGUEZ REGION	TOTAL POPULATION	INJURY CRASHES 2012	FATALITIES 2012
Anasco	29,261	227	0	Cabo Rojo	50,917	262	3
Hormigueros	17,250	135	0	Lajas	25,753	179	5
Las Marias	9,881	61	0	Maricao	6,276	28	2
Mayaguez	89,800	584	9	Sabana Grande	25,265	155	1
San German	35,527	251	3	TOTAL	289,930	1882	23
TOTAL	289,930	1882	23	PONCE REGION	TOTAL POPULATION	INJURY CRASHES 2012	FATALITIES 2012
Guanica	19,427	124	3	Guayanilla	21,581	89	2
Juana Diaz	50,747	409	6	Penuelas	24,282	163	3
Ponce	166,327	1257	21	Santa Isabel	23,274	191	4
Villalba	26,073	154	4	Yauco	42,043	237	3
TOTAL	373,754	2624	46	AIBONITO REGION	TOTAL POPULATION	INJURY CRASHES 2012	FATALITIES 2012
Aibonito	25,900	231	2	Barranquitas	30,318	220	2
Coamo	40,512	219	4	Comerio	20,778	109	1
Orocovis	23,423	141	2	TOTAL	140,931	920	11
TOTAL	140,931	920	11	GUAYAMA REGION	TOTAL POPULATION	INJURY CRASHES 2012	FATALITIES 2012
Arroyo	19,575	118	1	Cayey	48,119	363	4
Guayama	45,362	338	4	Patillas	19,277	106	5
Salinas	31,078	308	8	TOTAL	163,411	1233	22
TOTAL	163,411	1233	22	CAGUAS REGION	TOTAL POPULATION	INJURY CRASHES 2012	FATALITIES 2012
Aguas Buenas	28,659	147	3	Caguas	142,893	1405	17
Cidra	43,480	305	2	Gurabo	45,369	276	3
Juncos	40,290	220	1	San Lorenzo	41,058	272	6
TOTAL	341,749	2625	32	HUMACAO REGION	TOTAL POPULATION	INJURY CRASHES 2012	FATALITIES 2012
Humacao	58,466	140	6	Las Piedras	38,675	119	3
Maunabo	12,225	68	3	Naguabo	26,720	112	3
Yabucoa	37,941	154	4	TOTAL	174,027	593	19
TOTAL	174,027	593	19	FAJARDO REGION	TOTAL POPULATION	INJURY CRASHES 2012	FATALITIES 2012
Ceiba	13,631	44	0	Culebra	1,818	14	0
Fajardo	36,993	228	5	Luquillo	20,068	130	4
Rio Grande	54,304	317	10	Vieques	9,301	70	0
TOTAL	136,115	803	19	CAROLINA REGION	TOTAL POPULATION	INJURY CRASHES 2012	FATALITIES 2012
Canovanas	47,648	266	5	Carolina	176,762	1063	15
Loiza	30,060	132	3	Trujillo Alto	74,842	329	6
TOTAL	329,312	1790	29	UTUADO REGION	TOTAL POPULATION	INJURY CRASHES 2012	FATALITIES 2012
Adjuntas	19,483	161	0	Jayuya	16,642	89	1
Lares	30,753	208	1	Utuaado	33,149	172	2
TOTAL	100,027	630	4	BAYAMON REGION	TOTAL POPULATION	INJURY CRASHES 2012	FATALITIES 2012
Bayamon	208,116	1291	20	Catano	28,140	173	5
Corozal	37,142	218	4	Dorado	38,165	288	6
Guaynabo	97,924	586	5	Naranjito	30,402	237	2
Toa Alta	74,066	226	2	Toa Baja	89,609	363	4
Vega Alta	39,951	161	2	Vega Baja	59,662	355	4
TOTAL	703,177	3898	54				

POLICE REGIONS INJURY + FATAL 2013

PRPD REGIONS INJURY CRASHES AND FATALITIES 2013						
SAN JUAN REGION	TOTAL POPULATION	INJURY CRASHES 2013	FATALITIES 2013	INJURY CRASHES 2013	FATALITIES 2013	FATALITIES 2013
San Juan	395,326	2,985	33			
ARECIBO REGION	TOTAL POPULATION	INJURY CRASHES 2013	FATALITIES 2013			
Arecibo	96,440	577	10			
Barceloneta	24,816	155	1			
Camuy	35,159	235	2			
Ciales	18,782	104	2			
Florida	12,680	46	0			
Hatillo	41,953	377	4			
Manati	44,113	281	4			
Morovis	32,610	71	3			
Quebradillas	25,919	215	1			
TOTAL	332,472	2,061	27			
AGUADILLA REGION	TOTAL POPULATION	INJURY CRASHES 2013	FATALITIES 2013			
Aguada	41,959	325	5			
Aguadilla	60,949	722	10			
Isabela	45,631	316	2			
Moca	40,109	358	2			
Rincon	15,200	103	0			
San Sebastian	42,430	100	5			
TOTAL	246,278	1,924	24			
MAYAGUEZ REGION	TOTAL POPULATION	INJURY CRASHES 2013	FATALITIES 2013			
Anasco	29,261	211	3			
Cabo Rojo	50,917	222	9			
Hormigueros	17,250	126	4			
Lajas	25,753	152	2			
Las Marias	9,881	60	0			
Maricao	6,276	20	1			
Mayaguez	89,800	493	10			
Sabana Grande	25,265	145	5			
San German	35,527	212	1			
TOTAL	289,930	1,641	35			
PONCE REGION	TOTAL POPULATION	INJURY CRASHES 2013	FATALITIES 2013			
Guanica	19,427	99	4			
Guayanilla	21,581	78	3			
Juana Diaz	50,747	340	7			
Penuelas	24,282	146	2			
Ponce	166,327	1,262	9			
Santa Isabel	23,274	118	5			
Villalba	26,073	151	1			
Yauco	42,043	192	7			
TOTAL	373,754	2,386	38			
AIBONITO REGION	TOTAL POPULATION	INJURY CRASHES 2013	FATALITIES 2013			
Aibonito	25,900	223	2			
Barranquitas	30,318	204	2			
Coamo	40,512	248	3			
Comerio	20,778	90	0			
Orocovis	23,423	137	5			
TOTAL	140,931	902	12			
GUAYAMA REGION	TOTAL POPULATION	INJURY CRASHES 2013	FATALITIES 2013			
Arroyo	19,575	100	2			
Cayey	48,119	381	4			
Guayama	45,362	307	12			
Patillas	19,277	119	1			
Salinas	31,078	281	7			
TOTAL	163,411	1,188	26			
CAGUAS REGION	TOTAL POPULATION	INJURY CRASHES 2013	FATALITIES 2013			
Aguas Buenas	28,659	139	3			
Caguas	142,893	1,336	12			
Cidra	43,480	290	2			
Gurabo	45,369	287	9			
Juncos	40,290	205	3			
San Lorenzo	41,058	237	1			
TOTAL	341,749	2,494	30			
HUMACAO REGION	TOTAL POPULATION	INJURY CRASHES 2013	FATALITIES 2013			
Humacao	58,466	32	11			
Las Piedras	38,675	2	3			
Maunabo	12,225	79	0			
Naguabo	26,720	87	7			
Yabucoa	37,941	163	3			
TOTAL	174,027	363	24			
FAJARDO REGION	TOTAL POPULATION	INJURY CRASHES 2013	FATALITIES 2013			
Ceiba	13,631	54	0			
Culebra	1,818	13	1			
Fajardo	36,993	199	3			
Luquillo	20,068	110	3			
Rio Grande	54,304	301	11			
Vieques	9,301	46	1			
TOTAL	136,115	723	19			
CAROLINA REGION	TOTAL POPULATION	INJURY CRASHES 2013	FATALITIES 2013			
Canovanas	47,648	169	3			
Carolina	176,762	735	12			
Loiza	30,060	127	2			
Trujillo Alto	74,842	341	4			
TOTAL	329,312	1,372	21			
UTUADO REGION	TOTAL POPULATION	INJURY CRASHES 2013	FATALITIES 2013			
Adjuntas	19,483	183	0			
Jayuya	16,642	120	1			
Lares	30,753	167	2			
Utua	33,149	173	2			
TOTAL	100,027	643	5			
BAYAMON REGION	TOTAL POPULATION	INJURY CRASHES 2013	FATALITIES 2013			
Bayamon	208,116	1,171	8			
Catano	28,140	83	8			
Corozal	37,142	167	3			
Dorado	38,165	274	5			
Guaynabo	97,924	492	7			
Naranjito	30,402	230	3			
Toa Alta	74,066	55	0			
Toa Baja	89,609	419	6			
Vega Alta	39,951	191	0			
Vega Baja	59,662	311	10			
TOTAL	703,177	3,393	50			

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: 2015

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.fsr.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSR.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

6/30/2014

Date

Miguel A. Torres Díaz

Printed name of Governor's Representative for Highway Safety

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: 2015

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

6/17/2014

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 # Attachment 1.1.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # Attachment 1.2.
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # Attachment 1.3 (a) 7 1.3 (b).
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # Attachment 1.4, 1.5(a) & 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 7/23/1974 and last amended on 1/7/2000, 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 1/7/2000 and last amended on 9/13/2012, 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:
See Attachment Law 22 (Puerto Rico Vehicle and Traffic Law)
Article 13.02 & 13.03
- Coverage of all passenger motor vehicles:
See Attachment Law 22 (Puerto Rico Vehicle and Traffic Law)
Article 13.02 & 13.03
- Minimum fine of at least \$25:
See Attachment Law 22 (Puerto Rico Vehicle and Traffic Law)
Article 13.02 & 13.03
- Exemptions from restraint requirements:
See Attachment Law 22 (Puerto Rico Vehicle and Traffic Law)
Article 13.03

- The State's **seat belt enforcement plan** is provided as HSP attachment or page # Attachment #1.6.
 - 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 6/11/2014.
- 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 5/23/2014.
- 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 6/11/2014.
- The name and title of the State’s Traffic Records Coordinator is LUZ E. CARRASQUILLO VALENTÍN, 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 6/11/2014.
- *[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 Pages: 25, 27, 35.
 - 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 3/2/2012.

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 8/29/2013 _____ and is provided as HSP attachment # _____
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 - 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 # _____

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- 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 (b1) Section 18, page 18
- 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(b1) Section 3.06A (e), page 6
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # 5.1 (b3)
- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # 5.1 (b4)
- 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 # 5.1 (b5)

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 # 5.2 (b1)
- 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 (b2)
- Data used to identify and prioritize the State’s motorcyclist safety program areas is provided as HSP attachment or page # 5.2 (b3)
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment or page # 5.2 (b4)
- Copy of the State strategic communications plan is provided as HSP attachment # 5.2 (b5)

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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 # _____.