



**Hon. Anibal Acevedo-Vilá**  
Governor

# PUERTO RICO TRAFFIC SAFETY COMMISSION



**SI BEBES  
Y GUÍAS,  
PIERDES**

## **HIGHWAY SAFETY PLAN** Fiscal Year 2007



**Hon. Gabriel Alcaraz-Emmanuelli**  
Chairman of the Board

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## Introduction:



Geographic Society

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 and is among the world's highest. One-third of the population is concentrated in the San Juan - Carolina - Bayamón metropolitan area. Spanish and English are the official languages, but Spanish is without a doubt the dominant language used by the residents.

The territory is mostly mountains with coastal plain belt in north; mountains precipitous to sea on west coast; sandy beaches along most coastal areas. The climate is Tropical Marine with regular temperature of 80°F (26°C) year round. Average annual precipitation in Puerto Rico ranges from less than 40 in on the southern coastal plain, to greater than 200 in the mountains. Along the coasts, average annual precipitation ranges from about 30 in on the lee side of the island along the southwestern coast to about 75 in on the windward north coast. This precipitation can be a problem to the driving public. The hurricane season is from June to November and damages caused by storms and hurricanes, including power outages and blocked roads are also of concern.

There are 16,000 miles of roads in Puerto Rico including 265 miles of toll roads. In 2005 there were (2,050,350) licensed drivers and (2,382,373) registered vehicles.

Print and media outlets include 20 Television broadcast stations, 67 AM and 53 FM Radio broadcast stations, 4 Daily newspapers and 24 Regional newspapers (weeklies). Cable TV is also available to 35% of the population.

Over 350,000 traffic crashes occur every year in Puerto Rico resulting in over 45,000 injuries and between 450 and 500 fatalities. Data driven solutions are needed in order to successfully address this serious problem.

## Problem Identification Process

Traffic crash data is being reviewed by the PRTSC staff throughout the year. The most reliable source of data is the FARS file, and with approximately 500 fatalities a year, trends can be established using this file. Improvements have been made in the state crash file over the past several years with the section 411 funds. This file is complete through

the year 2004 and 2005 is being processed. However, crash location data is not available due to deficiencies in the system. To continue the improvements to the crash and other files, the PRTSC has submitted a Section 408 proposal that, when fully implemented in four years, will provide complete, accurate and reliable data in a timely manner for problem identification. Details of the planned improvements are included in the Traffic Records section of this plan.

Data on licensed drivers and registered vehicles are obtained from the Driver Services Directory (our DMV) and vehicle miles traveled is obtained from the Department of Transportation and Public Works.

The Information Systems unit of the PRTSC is responsible for compiling the data and providing it to the PRTSC Planner. Reviewing the data to determine the impact our programs are having in reducing crashes, injuries and fatalities is an ongoing process that involves the Executive Director, Planner, Program Coordinators, Monitors and the Public Relations Office which needs the data to satisfy media inquiries.

Additional data is obtained through observational surveys of safety belt and child restraint use, and of knowledge and attitude surveys that help in the development of mass media and educational campaigns.

As the data reflects changes during the year, such as an increase in safety belt use, reduction in fatalities, or, as was the case in 2005, a significant increase in motorcycle fatalities, these changes are discussed in regular or other meetings with project directors and their staffs. This allows for a discussion of effort (citations, convictions, man hours, etc.) or new efforts which translate into project revisions or new projects.

By the time the development of the HSP begins, the PRTSC Executive Director, Planner and project directors are familiar with the data and proposed projects for the coming year. When data indicates a new problem (e.g. motorcycle), the stakeholders are invited to review the data and propose solutions that become projects. Traffic crash trends for the past five years are included in Table 1.

**Table I: TRAFFIC CRASH TRENDS 2001–2005**

<b>INDICATORS</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>
Registered Vehicles	2,509,761	2,591,501	2,537,783	2,695,757	2,382,373
Licensed Drivers	2,235,300	2,540,591	2,672,585	2,041,460	2,050,350
Roadway Miles	14,974	15,181	15,831	15,936	15,994
VMT ●	178.4	181.3	186.6	194.4	187.7
<sup>[1]</sup> Total Crashes	281,657	290,842	300,469	320,912	329,896
Total Injuries	44,259	43,961	43,092	45,364	42,838
Fatal Crashes	470	494	472	466	438
Total Fatalities	496	518	496	495	455
Fatality Index	2.78	2.86	2.66	2.54	2.42

● Vehicle Miles Traveled per 100 million miles traveled. 1. Data provided by Driver Services Directory

## Executive Summary

**Puerto Rico's highway safety program** has had many successes since it began in 1972. The 455 fatalities reported in 2005 is the lowest in the past 34 years. In 1987, 648 traffic fatalities were reported. Fatalities for the years from 2001 to 2005, see Figure 1, have been the lowest for any five year period since traffic crash data has been collected. The fatality rate has dropped from almost 8.0 in 1972 to (2.42) in 2005 and, The PRTSC has its sights on breaking the 400 barrier in fatalities as the next milestone.

Many factors have helped achieve these results. Puerto Rico was the first jurisdiction to pass a mandatory safety belt law in 1974. Puerto Rico's law is a primary law that covers all seating positions and surveys showed a 92.5% usage rate for 2005. Participation in the national Mobilizations with aggressive enforcement, including the integration of municipal police, and targeted public information and education have been key in the success of the occupant restraint program.

Until 1977, the Puerto Rico Police was the only police force in Puerto Rico. That year, Municipal Guards, unarmed and with limited powers, began operations in several towns. Laws governing the Municipal Guards changed over the years and by 1996 they had become Municipal Police with all the powers and authority as the Puerto Rico Police. Traffic enforcement, however, was not one of their routine duties.

The PRTSC has worked aggressively to convince municipal police agencies to establish traffic patrols and has supported these efforts with funding for vehicles, equipment, training and overtime. Of the 77 municipalities that have municipal police, over 40 have established traffic units and have joined the Puerto Rico Police in the impaired driving crackdowns.

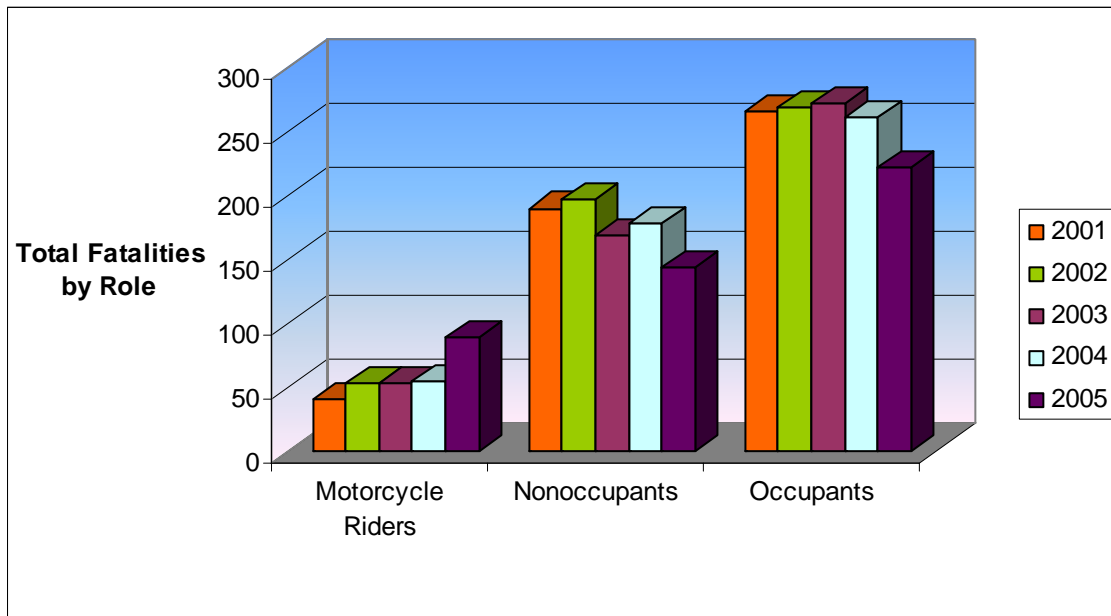
Participation in the national crackdowns has helped lower the fatality totals, although the percentage of alcohol related fatalities continues to be much higher than the national average. To continue the integration of the municipal police in the enforcement efforts to reduce impaired driving and to increase Commonwealth Police efforts, the PRTSC has submitted a Section 410 proposal. These additional funds will allow for increased training, equipment and overtime to carry out five crackdowns against impaired driving during 2007.

Puerto Rico has a .08 per se law, a recently passed open container and repeat offender law. Although there is a Zero Tolerance law, it applies only to under 18 since there is no Age 21 MDA law.

Total pedestrian fatalities have been reduced, and in 2005 accounted for 29% of total fatalities (132 of 455), the lowest percentage in decades. As of July, 2006, pedestrian fatalities were only 24% of total fatalities. Successful efforts in reducing speeds and DWI will help reduce these fatalities even more.

Motorcycle fatalities have increased from about 4% of all fatalities in 1997 to 19% in 2005. By July, 2006, motorcycle fatalities were 26% of all fatalities. A new initiative was begun in 2005 to address this growing problem: a motorcycle safety summit was held in October of 2005 and recommendations from the summit have resulted in the planned activities in the Motorcycle Safety section of this plan.

**FIGURE 1  
FATALITIES IN VEHICLE CRASHES, BY ROLE (2001-2005 Period)**



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

## Impaired Driving

Since 50% of all fatalities continue to be alcohol related and these are mainly young drivers, passage of an Age 21 law will be promoted. Special DWI Units will continue in each of the 13 Commonwealth Police Areas and new traffic units will be established in select municipal police. A Special Prosecutors Unit will be strengthened to better identify recidivists in coordination with the data bank included in the Inotxilyzer 5000EN units used by the police and an aggressive PI&E campaign will attempt to reach all sectors involved in this problem

With funds from the Section 410 grant, impaired driving crackdowns will be increased from one to five during 2007.

## Youth Alcohol

To complement the enforcement, PI&E and other efforts included in the Impaired Driving area, the successful peer educational FIESTA programs will be continued. It is

expected that increasing awareness of the dangers of DWI among youth will provide political and public permission for needed legislation and strict enforcement.

## **Police Traffic Services**

Strengthening police enforcement of traffic laws is necessary to increase occupant restraint use, reduce DWI and other infractions such as speeding which is a factor in 34% of fatal crashes. Enforcement strategies such as “wolf packs”, saturation patrols, overtime patrols and checkpoints will be implemented. Municipal and Commonwealth Police will be trained, equipment purchased, overtime funded and a PI&E campaign will complement these efforts.

## **Planning and Administration**

By law, the Puerto Rico Traffic Safety Commission is the agency responsible for coordinating traffic safety programs and for administering federal and Commonwealth funds assigned for this purpose. An Executive Director and staff of 40 carry out the day to day activities of the Commission.

## **Occupant Protection**

At 92.5%, Puerto Rico has one of the highest safety belt usage rates in the nation. Child restraint usage, however, lags behind at 86%. Participation in the national Mobilizations and sustained enforcement of the mandatory usage law will continue by the Commonwealth and municipal police agencies. Strengthening the permanent child restraint fitting stations established by law in Puerto Rico’s firehouses will help increase use of child restraints. The necessary PI&E will be implemented.

## **Community Programs**

Community Traffic Safety Programs (CTSP) have long been an integral part of highway safety programs around the nation. Since 1989, CTSP’s have also been a part of Puerto Rico’s program. Community programs, through a regional strategy, now service 67 of the 78 municipalities in Puerto Rico. This effort will be continued and a bold new experiment is planned for 2007. Two towns have been identified for a pilot program that will concentrate the resources of various government agencies and community organizations to bring order and improve the quality of life with respect for traffic laws as the focal point.

## **Traffic Records**

Data driven programs are more effective in achieving results and more efficient in the use of limited resources. Accurate and timely data, therefore, are necessary. Puerto Rico has submitted a multi year strategic plan to comply with the requirements of Section 408 and, with these grants and other resources, expects to steadily improve available data

during the next five years. A Traffic Records Coordinating Committee developed the plan and will participate and monitor implementation.

## **Non Occupant Safety**

Pedestrian and other non occupants have been a major traffic safety problem since the creation of the PRTSC in 1972. Efforts will be made to increase the awareness of non occupants, young and old, to the dangers of becoming a victim of a traffic crash. We believe, however, that pedestrians and drivers must learn how to share the road, and that speed and DWI enforcement will help reduce non occupant fatalities.

## **Emergency Medical Services**

As EMS systems became institutionalized around the nation and Puerto Rico, traffic safety funding for this area has decreased. Recently, the EMS system in Puerto Rico has identified some long standing problems and the PRTSC will fund the development of EMT training to help assure the quality of skills of our EMT's. In addition, an EMS summit, planned for fiscal year 2006, will be held in 2007 to better identify other problems and solutions. An effective and efficient EMS system continues to be part of a comprehensive traffic safety program.

## **Traffic Engineering**

For the past several years, the PRTSC has been administering funds assigned to it under sections 154/164 because Puerto Rico does not have qualifying repeat offender or open container laws. Projects to eliminate hazards will be implemented including guardrails, attenuator drums, pavement markings, signage and others.

## **Paid Media**

All paid media activities that support efforts in other program areas are grouped in this section.

## **Motorcycle Safety**

An increase in motorcycle fatalities in Puerto Rico indicates an emerging problem that must be addressed. Projects included in this section are from recommendations made during a Motorcycle Safety Summit held in 2005. No motorcycle license or endorsement and corresponding testing exist, but legislation submitted during 2006 has passed the House and is waiting Senate approval and the Governor's signature. Training in approved rider courses is very limited and PI&E efforts on sharing the road are needed. Enforcement of the helmet law and other traffic violations will be improved and traffic engineering measures to improve motorcycle safety will be identified and implemented.



# Impaired Driving AL-01

## Overview

Driving While Intoxicated continues to be the number one cause of fatal crashes in Puerto Rico. During 2005, 47% of the total of 455 fatalities were alcohol related and Puerto Rico's alcohol related fatality index is twice the national average and three times that of New York and New Jersey. As a result, Puerto Rico was identified by NHTSA as one of the ten high fatality rate states and qualifies for a Section 410 grant.

Although the percentage of traffic fatalities that are alcohol related has remained about 50% for decades, there has been a notable improvement in absolute numbers since there were 648 total fatalities in 1987 and 455 fatalities in 2005.

**TABLE 01-1**

<b>Alcohol-Related Fatalities by the Highest Driver or Motorcycle Operator with a BAC of 0.08 or Above and Percent Change, 2004-2005</b>				
State	YEAR		2004 to 2005	
	2004	2005		
	BAC=0.08+	BAC=0.08+		
	Num	Num	Num	% Change
New Jersey	185	180	-5	-2.7%
New York	435	358	-77	-17.7%
Puerto Rico	174	145	-29	-16.7%
U.S.	13,099	12,945	-154	-1.2%

Source: National Center for Statistics and Analysis, Fatality Analysis Reporting System (FARS) 2005. TSF 08/06

**TABLE 01-2  
ALCOHOL INVOLVEMENT OF DRIVERS AND MOTORCYCLE  
OPERATORS IN FATAL CRASHES  
2001 - 2005**

Year	Total Fatalities	Total Drivers Killed	BAC= .01+		BAC= .08+	
			Num.	%	Num.	%
2001	496	208	87	43%	69	38%
2002	518	234	99	41%	73	39%
2003	496	224	89	47%	68	34%
2004	495	222	90	50%	80	42%
2005	455	237	105	51%	87	42%
Average	492	225	94	46%	75	39%

Data Source: PRTSC, PR Police Dept. and the Institute of Forensic Sciences files.

Several bills became law during 2004 and 2005 to strengthen the DWI statutes in Puerto Rico. In September of 2004, zero tolerance law for under 18 became law, a repeat offender law went into effect that provides for vehicle confiscation and mandatory jail of 48 hours and an intoxicated driver with a minor under 15 years of age as a passenger receives a mandatory forty eight hours of jail. Also, suspected DWI offenders could not refuse to give a BAC sample. In January of 2005, an open container law became effective. Puerto Rico does not have, however, an Age 21 MDA law nor a Zero Tolerance law, which has proven effective in reducing alcohol, related fatalities in the United States.

Although there are tougher sanctions for recidivists, identifying recidivists prior to trial is still a problem. The Special DWI Prosecutors Unit is only identifying 8% of the arrested DWI offenders as recidivists while the pre sentence investigators of the Mental Health and Addiction Services have found a 23 % recidivism rate. Identifying recidivists prior to trial must be improved in order to impose the stiffer sanctions required by law.

Enforcement must also be improved. Motor vehicle fatalities have been reduced over the past four years; yet, the percentage of fatalities that are alcohol related has remained around 50%. Special Alcohol Units in the 13 Commonwealth Police Areas, with emphasis on weekend, nighttime patrols and sobriety checkpoints need additional resources to increase enforcement. The integration of municipal police agencies into the safety belt enforcement effort has proven successful and Special Alcohol Units at the municipal police level can help the DWI enforcement effort. Participation in the national Crackdowns has help motivate police and raise awareness in the driving public.

**TABLE 01-4 DWI INTERVENTIONS**

<b>FISCAL YEAR</b>	<b>DWI</b>	
	<b>INTERVENTIONS</b>	<b>ARRESTS</b>
2001	14,157	11,602
2002	15,065	12,992
2003	19,792	14,767
2004	19,023	14,453
2005	19,837	15,540

Raising awareness of the DWI problem, changing attitudes and increasing perception of risk is recognized as a necessary complement to an aggressive enforcement effort. All sectors of society have to be reached and this requires a combined effort of Commonwealth and municipal agencies, advocacy groups, community organizations and private industry.

An analysis of the following data indicates that the impaired driving problem in Puerto Rico is more pronounced during weekend nights and is predominantly young drivers under 30 years old:

**TABLE 01-5  
2005 Drivers by Age and BAC Report**

AGE	BAC				Tested, Results Unknown	Total
	0.00%	0.01% - 0.09%	0.10% or Higher	None Given		
16-19	19	6	5	16	1	47
20-24	60	4	19	28	4	115
25-29	36	8	12	25	4	85
30-34	34	7	12	11	1	65
35-39	10	5	8	17	3	43
40-44	18	4	7	14	3	46
45-49	8	4	5	11	1	29
50-54	14	3	10	10	0	37
55-59	16	2	8	9	0	35
60-64	13	2	4	4	0	23
65-69	8	0	1	5	0	14
70-74	8	0	1	1	1	11
75-79	3	0	0	2	0	5
80-84	0	1	0	2	0	3
85-89	1	0	0	1	0	2
Under 16	2	0	0	2	0	4
Unknown	4	0	0	31	0	35
<b>Total</b>	<b>254</b>	<b>46</b>	<b>92</b>	<b>189</b>	<b>18</b>	<b>599</b>

This table contains statistics or data from the calendar year 2005 FARS database.

**TABLE 01-6  
2005 Alcohol Related Fatal Crashes by Day of Week**

Day of Week	Alcohol Related		
	No	Yes	Total
Sunday	39	57	97
Monday	34	19	53
Tuesday	29	7	36
Wednesday	40	8	48
Thursday	37	13	51
Friday	41	30	71
Saturday	43	38	81
<b>Total</b>	<b>263</b>	<b>172</b>	<b>435</b>

This table contains statistics or data from the calendar year 2005 FARS database.

**TABLE 01-7  
2005 ALCOHOL RELATED FATAL CRASHES BY MONTH**

Month	Alcohol Related		
	No	Yes	Total
January	14	13	27
February	25	16	41
March	23	16	39
April	22	22	44
May	17	17	34
June	23	24	47
July	7	9	16
August	19	12	31
September	20	15	35
October	24	16	40
November	26	6	32
December	43	6	49
<b>Total</b>	<b>263</b>	<b>172</b>	<b>435</b>

This table contains statistics or data from the calendar year 2005 FARS database.

## **Performance Goals**

- Reduce alcohol related fatalities by 10% from 228 in 2005 to 206 in 2007 and reduce the alcohol related fatality index from 1.21 to 1.10 in 2007.

## **Legislative Goals**

- Achieve Age 21 and Zero Tolerance Legislation

## **Performance Measures**

- Number of DWI arrests
- Number of sobriety checkpoints
- Number and percent of recidivists identified prior to trial

## **Strategies**

### **AL-01-01 DWI Patrol Units - Commonwealth Police**

Specialized DWI Patrol Units exist in all 13 Commonwealth Police Areas and they will be strengthened with the acquisition of additional vehicles, two additional BAT Mobiles for sobriety checkpoints, breath test equipment, video cameras and materials. Since these patrols are weekend/nighttime patrols, stipends will be funded for the agents, breath test equipment technicians and Supervisors. Overtime funding for participation in the national crackdowns and other holiday enforcement is also included. Although the vehicles and other equipment were included in the 2006 Highway Safety Plan they were not purchased, however, they are necessary for the successful improvement of these units.

### **AI-01-02 Breath Testing Unit - Commonwealth Police**

This unit provides training to Commonwealth and municipal police in DWI detection strategies and the use of breath test equipment. It also maintains and repairs breath test equipment around the island and are called on to testify in court. For the first time, breath test equipment will be placed in municipal police stations to strengthen the newly created alcohol units. Four municipal police have bought units with municipal funds. Also, the Intoxilyzer 5000 EN used in Puerto Rico has the capability of creating a database of those arrested for impaired driving to assist in identifying recidivism. A server will be provided to the Puerto Rico Police to collect the data from the breath testing units around the island and provide recidivist information to the Justice Department. Additional breath test equipment, replacement parts and supplies will be funded.

### **AI-01-04 Chemical Analysis Unit - Health Department**

Judges insist, in many DWI cases, that the Health Department chemist charged, by law, with verifying breath test equipment calibration and analyzing blood samples, testify in court. Many cases are dismissed due to lack of chemists. This project provides for funding for three additional chemists (for a total of seven), training and travel. This project was included in the 2006 Highway Safety Plan but the chemists could not be recruited and are still needed.

### **AI-01-05 Judicial Training Program - Courts Administration**

With the many changes to the law, judges are in need of continuing education. During 2006, meetings were held with representatives of the Courts Administration and a course outline developed on the changes in the law, breath test equipment and raising awareness among the judges of the importance of impaired driving cases. Two

trainings will be offered in 2006 and these trainings will continue to be offered during 2007. Also, there are stateside training courses on dealing with DWI offenders that judges are encouraged to attend. This project will cover these costs.

#### **AI-01-06 Special DWI Prosecutor Unit - Department of Justice**

In order to improve the processing of DWI cases and increase the identification of recidivists, two special investigators and one secretary will be funded at the Justice Department headquarters and a prosecutor's assistant will be funded in each of the 13 judicial districts in Puerto Rico. Costs for training, materials, local travel and per diem, and stipends are included.

#### **AI-01-12 Impaired Driving Mass Media Campaign - PRTSC**

This campaign includes the paid media associated with the Crackdowns and the production costs for radio and TV spots, print materials, exhibition booth and a reproduction technician. The campaign will target the 20-29 age group, which represents 34% of all drivers involved in fatal crashes and 34% of alcohol related crashes, yet represent only 20% of licensed drivers.

#### **AI-01-13 Impaired Driver Coordinator-PRTSC**

Reducing impaired driving is one of the PRTSC's priorities and many Commonwealth and municipal agencies, advocacy groups, community groups and industry are involved in the effort. A coordinator, specialized in DWI programs, is needed to follow progress in the many projects and offer expert advice based on knowledge received from training and literature review.

#### **AI-01-22 Paid Media Evaluation-Consultant**

A consultant will be contracted to conduct knowledge, attitude and behavioral studies using, telephone and roadside surveys, focus groups and other tools to help develop and measure the effectiveness of the media campaigns on the target audience and others.

#### **AL-01-23 Luis A. Seneriz Foundation/MADD Puerto Rico**

It is important to involve advocacy and community groups in the effort to combat impaired driving. MADD is a well-known advocacy group and the PRTSC has helped the Puerto Rico Chapter with administrative expenses and for educational materials and activities. In addition, funding will be provided to continue the implementation of provided in 2006 for a pilot of the nationally recognized "Protecting You, Protecting Me" program for school children. In coordination with the Puerto Rico department of Education, the pilot test began and will continue to be conducted in the Carolina school district.

### **AI-01-60 Bartender Training - PAS**

Alcohol servers are another group that can affect the incidence of DWI if they allow their patrons to drive after becoming alcohol impaired in their establishments. Although there is no dram shop law in Puerto Rico, the servers must be made aware of their liability and how to become responsible servers. Server training will be provided by the PAS, a non-profit organization previously known as COPRAM (Puerto Rican Coalition to Prevent Underage Drinking). About 30 training sessions with a total audience of between 125 and 150 bartenders were offered late in fiscal year 2006. Bartender training will continue to be offered during 2007 based on demand.

### **AI-01-61 DWI Patrol Units - Municipal Police**

During FY 2006, forty one municipal police agencies committed to sustained impaired driving enforcement during weekend nights, the hours of highest impaired driving fatalities. Vehicles have been provided to 28 municipal police agencies and the vehicles have been identified as DWI Patrols. Plans for 2007 include establishing five additional DWI Patrols at the municipal level. These agencies have also committed to participating in the five impaired driving crackdowns planned in the Section 410 proposal.

### **Section 410 Grant**

Funds from this grant will be used for training, equipment, overtime and paid media for Puerto Rico Police and municipal police agencies to participate in the national Labor Day Crackdown and four other mobilizations during fiscal year 2007. The Section 410 grant proposal is included in this Highway Safety Plan as Attachment I.

# Youth Alcohol

## YA-02

### Overview

As is evident in Table 02-1, the number of young drivers (16-25) involved in fatal crashes is high, and Table 02-1 indicates that during the period of 2000-2004, an average of 44% of young drivers killed were positive for alcohol.

**TABLE 02-1  
16-25 YEAR OLD DRIVER FATALITIES (2001 – 2005)**

YEAR	TOTAL DRIVER FATALITIES	DRIVERS 16-25 YEARS KILLED		BAC – POSITIVE		LEGALLY IMPAIRED		POSITIVE DRUGS	
		Num.	(%) of Total	Num.	(%)	Num.	(%)	Num.	(%)
2001	208	71	34	33	46	29	41	3	5
2002	234	80	34	37	46	27	34	12	15
2003	224	56	25	22	39	15	27	11	20
2004	222	113	51	54	48	43	38	6	5
2005	237	79	33	31	45	25	36	5	7
<b>AVER.</b>	<b>225</b>	<b>80</b>	<b>35</b>	<b>35</b>	<b>45</b>	<b>28</b>	<b>35</b>	<b>7</b>	<b>10</b>

Lacking an Age 21 MDA law and a Zero Tolerance law for under 21, the PRTSC has targeted youth with various awareness programs, most notably the FIESTA program. The awareness of the risks of youth impairment helped in passing a Zero Tolerance law for under 18 in 2004.

As a complement to the enforcement and PI&E efforts contained in the Alcohol section of this plan, the PRTSC will continue and expand efforts to reach youth using peers. It is expected that this awareness will provide the political and public permission for needed legislation and strict enforcement. The FIESTA programs have been embraced by students, teachers and school administrators and have continued to grow.

The FIESTA concept is to train middle and high school students in traffic safety and alcohol and as instructors. These young instructors will then give traffic safety presentations at their schools and neighboring schools. They will receive a stipend for every presentation given. The instructor skills the students acquire have made them leaders and the stipends, in many cases, are their first earnings. Many FIESTA students have taken the concept with them as they graduate high school and enter universities.



## **Performance Goal**

- Reduce young driver fatalities by 10% from a five year (2001-2005) average of 80 to 72
- Reduce alcohol related young driver fatalities by 10% from a five year average of 35 to 28

## **Legislative Goals**

- Age 21 MDA
- Zero Tolerance
- Graduated Driver Licensing

## **Performance Measures**

- Number of peer presentations
- Number of youth reached
- Number of students receiving mandatory curriculum

## **Strategies**

### **YA-02-01 FIESTA I - Department of Education**

There will be approximately 200 student instructors who give traffic safety presentations to their peers, parents, faculty and other employees. These instructors belong to middle and High Schools around the island. A project Coordinator will be funded and 30 teachers will receive stipends in addition to the stipends received by the students. Equipment, materials and training costs are also included.

### **YA-02-02 FIESTA - University of Puerto Rico**

All 10 campuses of the University of Puerto Rico now have FIESTA programs. At the University level, these programs conduct awareness campaigns, develop materials, conduct workshops and research projects. Stipends for student instructors, coordinator and research assistants are funded and materials and travel costs.

### **YA-02-03 FIESTA III - San Juan Municipal Police**

This FIESTA program develops instructors in the Police Athletic League and reaches San Juan's high-risk communities through sporting events, workshops in community centers, development and distribution of materials and other activities. Stipends for Coordinators, instructors and materials are funded.

### **YA-02-13 Mandatory Traffic Safety Curriculum - Department of Education**

Law 209 of the year 2000 requires the public schools of Puerto Rico to give mandatory traffic safety classes from K-12. A project coordinator will be funded along with materials and a review and revision of the curriculum. An evaluation component is also included.

### **YA-02-15 Creative FIESTA - Hogares Crea, Inc**

Hogares Crea is a drug rehabilitation program, which accepts people who voluntarily desire rehabilitation that is also used by the courts for young offenders of Puerto Rico drug laws. The main goal of Crea is to return their clients to their respective communities as useful members of society. Many of these communities are high risk and respond more to their peers. Funding will help develop ten instructors, pay their stipends, travel, materials and a project coordinator.

### **YA-02-07 Youth Diversion Program - Department of Transportation**

Juvenile (16 and 17 year old) offenders of the DWI law are being referred to the DOT educators that give the DWI Improvement Course required as part of the sentence by judges. However, in the case of these minors, they must attend the course with their parents. A project director, secretary, materials, equipment and stipends for the 15 educators are funded.

### **YA-02-18 Youth Mass Media Campaign - PRTSC**

TV, radio spots and print material directed at youth will be developed to be delivered through the media and events that youth frequent.

### **YA-02-20 FIESTA X - Youth Affairs Office**

This FIESTA program will address low income housing and public housing residents not reached by the other FIESTA programs. A project coordinator, materials, training costs and travel will be funded.

### **YA-02-25 PISTA UMET - Metropolitan University of Puerto Rico**

FIESTA programs at the university level began in 1990 at the University of Puerto Rico, a state university. UMET is a private, non-profit institution, which has developed its own FIESTA like program called PISTA (Programa Instruccion sobre Seguridad en el Tránsito or Instructional Traffic Safety Program). In this attempt to reach more university students, a project coordinator and other costs associated with FIESTA programs will be funded.

# Police Traffic Services PT-03

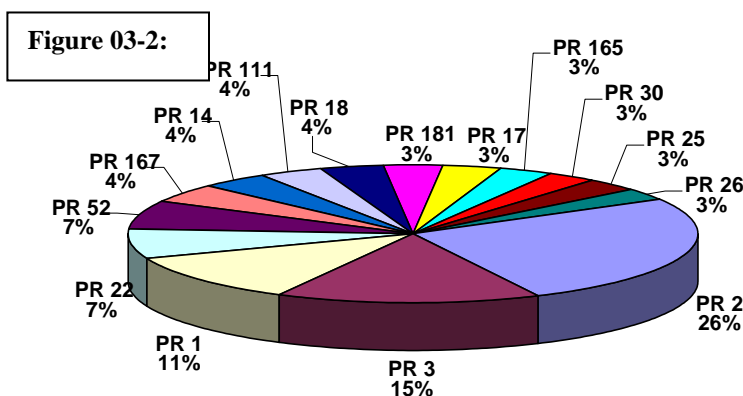
## Overview

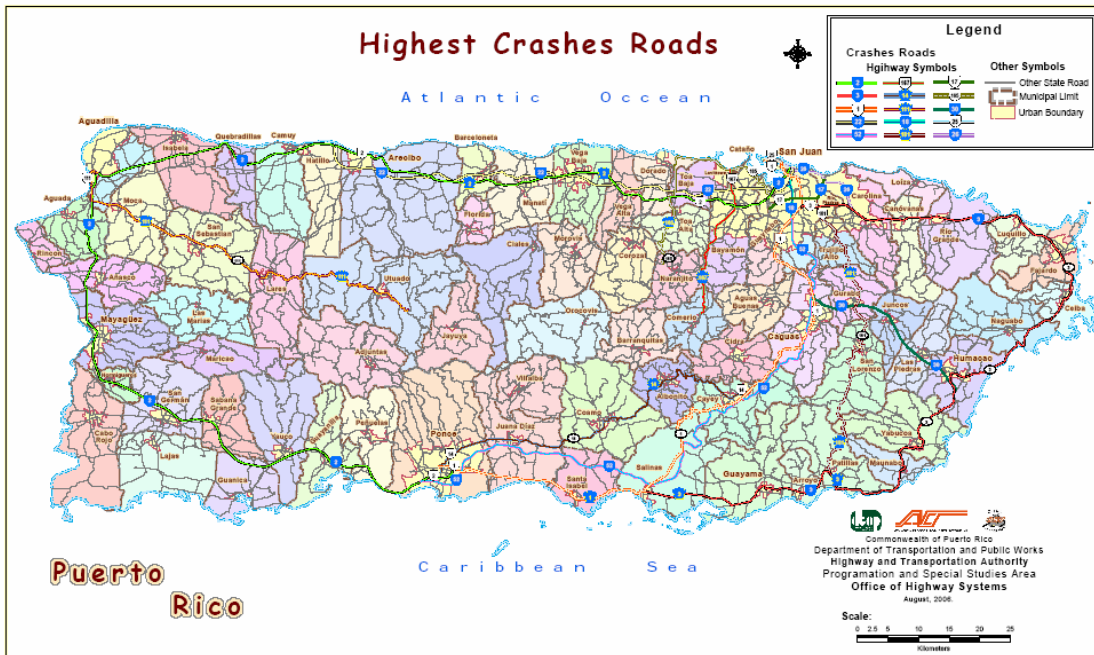
Speeding and aggressive driving continue to be factors that cause traffic crashes in Puerto Rico. In 2005, speeding was a contributing factor in 205 or 47% of the fatal crashes.

In 2000, speed limits on certain roads were increased to 65 miles per hour increasing the risk of death and injury on Puerto Rico's roads. The roads of highest crash incidence are included in Table 03-1 and presented in Figure 03-2.

**TABLE 03-1  
15 HIGHEST CRASHES ROADS**

	Road	Crashes	Vehicles	Pedestrians	Injuries	Fatalities	% of Crashes
1	PR 2	18131	35905	179	5299	57	26%
2	PR 3	10581	20851	129	3170	42	15%
3	PR 1	7940	25412	89	1974	13	11%
4	PR 22	4860	9164	36	1133	9	7%
5	PR 52	4598	8398	72	1583	15	7%
6	PR 167	3114	6476	32	412	6	4%
7	PR 14	2670	4760	33	578	5	4%
8	PR 111	2604	4770	49	888	10	4%
9	PR 18	2477	5046	23	487	1	4%
10	PR 181	2324	4382	26	369	4	3%
11	PR 17	2233	4299	38	285	1	3%
12	PR 165	2192	4032	16	325	6	3%
13	PR 30	2038	3770	12	660	8	3%
14	PR 25	2023	3944	48	236	0	3%
15	PR 26	1981	3761	8	629	6	3%
		<b>69766</b>	<b>144970</b>	<b>790</b>	<b>18028</b>	<b>183</b>	<b>100%</b>





In 2001, however, Law 22 was passed, effective January 7, 2001, and, among other provisions, fines for speeding were increased from \$15.00 to \$50.00 and \$5.00 for every mile over the speed limit. This was a significant increase and had an immediate result in reducing traffic fatalities. During the late 1980's and mid 1990's, traffic fatalities were greater than 600 in some years. From 2001 to 2004 fatalities were less than 500 in three of the four years and in 2005, fatalities dropped to 455, the lowest traffic fatality total in 34 years.

Law 22 also increased the fines for safety belt and child restraint violations from \$10.00 to \$50.00 and \$100.00 respectively. Safety belt usage is now 92.5% in Puerto Rico thanks to the stiffer penalties and enforcement.

Of course, highly visible and publicized enforcement with a targeted PI&E effort has proven to be effective in raising the perception of risk in the motoring public and reducing traffic fatalities. Many strategies can be used to make enforcement more effective including selective traffic enforcement, checkpoints, saturation patrols, etc.

Just 20 years ago, there were few municipal police departments in Puerto Rico. Up until recently, they were not involved in traffic enforcement and the responsibility fell solely on the Commonwealth Police. One of the PRTSC's greatest achievements in the Police Traffic Services area is the integration of most of the 77 municipal police agencies around the island into the traffic enforcement effort by establishing municipal traffic patrols and participating in the national waves and crackdowns along with the Commonwealth Police.

Beginning in 2005, the PRTSC, the Commonwealth Police and the Department of Justice have teamed to give “Looking Beyond the Ticket” training to Commonwealth and municipal police in order to motivate them to increase interventions. This training has met with the approval of the Commonwealth Police Superintendent and municipal police commissioners. Demand for the training is high.

Table 3-1 presents data on the Commonwealth Police activity for the past five years. Table 3-2 presents the activity of the municipal police agencies in 2005.

**TABLE 3-1  
COMMONWEALTH’S POLICE EFFORTS (2001-2005)**

<b>FY</b>	<b>SPEED CITATIONS</b>	<b>DWI Interventions</b>	<b>DWI Arrests</b>	<b>SEAT BELT Citations</b>	<b>Other Moving Violations</b>
<b>2001</b>	<b>267,199</b>	<b>14,157</b>	<b>11,602</b>	<b>245,349</b>	<b>423,627</b>
<b>2002</b>	<b>331,982</b>	<b>15,065</b>	<b>12,159</b>	<b>301,385</b>	<b>213,177</b>
<b>2003</b>	<b>308,348</b>	<b>19,792</b>	<b>14,767</b>	<b>266,325</b>	<b>212,860</b>
<b>2004</b>	<b>274,996</b>	<b>19,023</b>	<b>14,453</b>	<b>268,667</b>	<b>320,737</b>
<b>2005</b>	<b>277,018</b>	<b>219,680</b>	<b>19,837</b>	<b>15,540</b>	<b>309,187</b>

**TABLE 3-2  
TOTAL EFFORT OF 42 MUNICIPAL POLICE AGENCIES 2004**

<b>Speed Citations</b>	<b>Safety Belt Citations</b>	<b>Child Restraints Citations</b>	<b>DWI Interventions</b>	<b>Other Moving Violations</b>
18,778	18,482	719	1,783	56,827

## **Performance Goal**

- Reduce total speed related fatalities by 8% from 215 in 2005 to 198 in 2007.

## **Performance Measure**

- Number of speeding and other citations
- Number of municipal police trained
- Number of police agencies participating in national waves

## Strategies

### PT-03-01 Speed Enforcement-Commonwealth Police

Known as PASEAVI, this is a “wolf pack” or saturation patrol strategy, which targets sites or corridors with high crash incidence. Once presence is established, these patrols are moved to other sites and rotated as needed to assist the 13 Area Commanders (shown in Figure 03-3) in increasing the enforcement effort and perception of risk. Additional vehicles will be added along with stipends for a supervisor, patrolmen and for overtime. Radar equipment and vehicle maintenance will also be funded.

**FIGURE 03-3**  
**Police Department Areas**



### PT-03-02 Traffic Police Training Center - Commonwealth Police

Training of Commonwealth Police and municipal police in radar, breath test equipment and other traffic enforcement strategies is done at a traffic enforcement training center established by the Commonwealth Police in 2003. Costs of materials, stateside training, consultant training and stipends are included in this project.

### PT-03-03 Police Programs Coordinator – PRTSC

Housed in the Commonwealth Police’s headquarters, this coordinator, a retired ranking officer, helps determine the police’s needs, helps prepare proposals, helps monitor progress, gathers police data including wave enforcement data and is a point of contact at police headquarters.

### PT-03-14 Speed and Aggressive Driving Mass Media - PRTSC

As with all enforcement efforts, PI&E is a necessary component. This project will fund TV, radio spots and print material.

**PT-03-19 Traffic Patrol Overtime**

This is a fund to be used by Area Traffic Commanders to increase traffic enforcement in their areas with emphasis on the high crash roads and to participate in the national waves.

**PT-03-27 Municipal Police Training-Commonwealth Police**

Training in traffic enforcement techniques is necessary for municipal police agencies, especially those new to traffic enforcement. The “Looking Beyond the Ticket” training is part of the subject matter covered. Training materials, instructors, travel and related costs will be funded.

**PT-03-44 Crash Investigation Training - Commonwealth Police Criminal Justice University**

This project will help establish At Scene Crash Investigation training as part of the curriculum of the Police Academy. It will prepare and equip police investigators to determine causal factors of traffic crashes and prepare evidentiary information. Instructors, teaching aids and materials and equipment will be funded.

**PT-03-85 Crash Investigation III - Institute of Forensic Sciences**

As an integral part of the criminal justice system, the Institute of Forensic Sciences is charged with providing evidence for all felonies. Serious traffic crashes, fatal or serious injury are included in this charge. The Institutes investigators are the first on the scene these events. Training for these investigators in traffic crash scene reconstruction is necessary to provide the rest of the criminal justice system with reliable evidence. Vehicles and equipment necessary for at scene investigation will be funded.

**PT-03-XX (see listing) Municipal Police Traffic Enforcement**

Municipal police traffic patrols will continue in 44 municipalities island wide (see list on page 24). Funds will cover radar and breath test equipment and training for those municipalities still in need, patrol vehicles fo, in vehicle video cameras , stipends for radar and operators and overtime. These agencies will provide aggressive traffic enforcement in their respective municipalities and, with the overtime funding, participate in the national waves and crackdowns.

## MUNICIPAL POLICE PROJECTS

PT Project #	Municipal Police Project of:	PT Project #	Municipal Police Project of:
<b>03-05</b>	Guaynabo	<b>03-61</b>	Utuado
<b>03-06</b>	Toa Baja	<b>03-65</b>	Aguadilla
<b>03-08</b>	Cidra	<b>03-66</b>	Naranjito
<b>03-13</b>	Morovis	<b>03-67</b>	Fajardo
<b>03-16</b>	Jayuya	<b>03-69</b>	Toa Alta
<b>03-17</b>	Vega Alta	<b>03-70</b>	Trujillo Alto
<b>03-25</b>	Florida	<b>03-71</b>	Humacao
<b>03-31</b>	Moca	<b>03-73</b>	Lares
<b>03-33</b>	Cataño	<b>03-74</b>	Barceloneta
<b>03-41</b>	Orocovis	<b>03-75</b>	Juana Diaz
<b>03-45</b>	Arecibo	<b>03-76</b>	San German
<b>03-46</b>	Bayamon	<b>03-77</b>	Aguada
<b>03-47</b>	Carolina	<b>03-81</b>	Mayaguez
<b>03-48</b>	Hatillo	<b>03-83</b>	Guanica
<b>03-49</b>	San Juan	<b>03-86</b>	San Sebastian
<b>03-51</b>	Ceiba	<b>03-87</b>	Luquillo
<b>03-52</b>	Caguas	<b>03-88</b>	Camuy
<b>03-53</b>	Juncos	<b>03-89</b>	Villalba
<b>03-55</b>	Manati	<b>03-90</b>	Santa Isabel
<b>03-56</b>	Rincon	<b>03-91</b>	Guayanilla
<b>03-58</b>	Cabo Rojo	<b>03-92</b>	Salinas
<b>03-60</b>	Ponce	<b>03-93</b>	Aguas Buenas



# **Planning and Administration**

## **PA-04**

### **Overview**

The Puerto Rico Traffic Safety Commission (PRTSC) was created by law in 1972 and given the responsibility to coordinate the development and implementation of traffic safety programs. Members of the Executive Board include ten members representing the Department of Transportation and Public Works, Department of Health, Puerto Rico Police, Department of Education, Department of Justice, Courts Administration, Automobile Accident Compensation Administration, Mental Health and Addiction Services Administration, Public Service Commission, a representative of the public interest and a youth representative.

By law, the Executive Board is presided over by the Governor or a Representative designated by the Governor. Traditionally the Governor has designated the Secretary of Transportation as the Representative. A Program Manager, or Executive Director, is selected by the Executive Board and is responsible for the administration of the agency and its staff.

Among the responsibilities of the PRTSC are:

1. To identify problems
2. To develop strategies and solutions to those problems
3. To prepare an annual work plan
4. To administer federal and Commonwealth funds assigned to traffic safety
5. To develop a PI&É campaign
6. To monitor progress in the implementation of programs
7. To evaluate effectiveness of the program

### **Performance Goals**

- To prepare an annual Highway Safety Plan by September 1
- To Prepare an Annual Evaluation Report by December 31
- To close out fiscal activities by December 31

### **Strategies**

#### **PA-04-01 Highway Safety Program Planning-PRTSC**

This project covers the state funded expenses necessary to administer the day-to-day activities of the PRTSC. These expenses include staff, rent, utilities, materials, equipment and PI&É campaigns.

**PA-04-02 Evaluate HSP Tasks-PRTSC**  
**PA-04-07**

Four Program Managers (monitors) will be funded with state (1) and federal(3) funds to follow up on progress in their assigned projects, provide technical assistance to the projects, promote timely vouchering, assist in revisions to project agreements and review project agreements for following year's HSP.

Local and stateside training, travel expenses, materials and equipment will be funded.

**PA-04-03 Administer Program-PRTSC**  
**PA-04-08**  
**PA-04-09**

In order to provide support for the general administration of the highway safety program (PA-04-01), allowable limits of federal funds will be used for salaries, equipment, materials, accounting consultant, single audits, other consulting needs and travel expenses for the Executive Director and staff for local and stateside activities.

# Occupant Protection

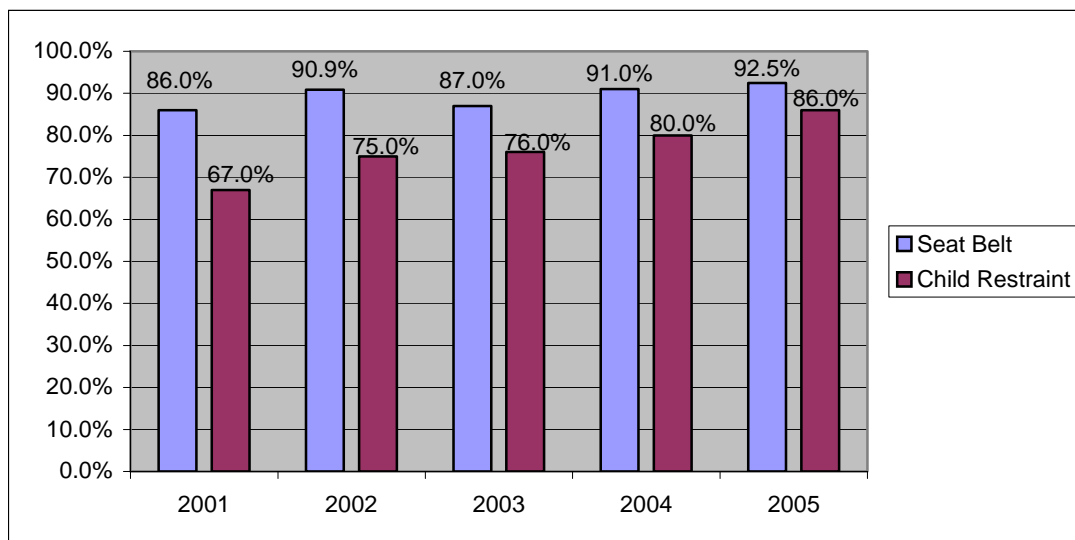
## OP-05

### Overview

Puerto Rico was the first jurisdiction to pass a mandatory safety belt usage law with an effective date of January 1, 1975. In addition to being the first, Puerto Rico's law has the distinction of being a primary law that covers all seating positions.

After a decade of minimal enforcement but aggressive PI&É, strict enforcement began in the early 1980's. By 1990, Puerto Rico received a NHTSA award for being the first jurisdiction to achieve a 70% usage rate. As the data in Table 05-1 indicates, the usage rate in 2005 was 92.5%, one of the highest in the nation.

TABLE 5-1  
SAFETY BELT AND CHILD RESTRAINT USE 2001 - 2005



Many initiatives have helped achieve this rate. Participation in the national enforcement "waves" for the past several years, the incorporation of municipal police agencies to the effort and an aggressive PI&E campaign with a strong enforcement message have been elements of the program. Private industry and civic participation is recognized every year in Honor Roll ceremonies that include near 100 award recipients. In order to increase usage continued participation in the national efforts, increased enforcement and awareness are needed.

A child restraint provision to the mandatory use law became effective in 1989 requiring children up to four years of age to use child restraints. In 2001, another amendment requires children 12 years and younger to ride in the back seat, properly restrained. Child

restraint use, however, has lagged behind, and, although high at 86%, requires special attention.

In 2000, an Executive Order established fire stations in Puerto Rico as permanent fitting stations and firemen as Child Passenger Safety Technicians. In 2003, this Executive Order became law. To date, there are 41 firehouse (out of 92) that have established fitting stations and 85 firemen certified as CPST's. Inspection clinics are also conducted periodically with the cooperation and partial sponsorship of commercial chains such as McDonald's, Toys 'R' Us and Wal Mart.

Efforts must be made to continue opening fitting stations, training technicians, making the public aware of the locations of the stations and increasing enforcement.

## **Performance Goals**

- Increase safety belt use from 92.5 to 94 in 2007
- Increase child restraint use from 86% to 90% in 2007

## **Performance Measures**

- Number of citations
- Number of police agencies participating in "waves"
- Number of fitting stations
- Number of CPST's
- Number of paid media and earned media units

## **Strategies**

### **OP-05-02 Observation Surveys - PRTSC**

Observational surveys are the means to determine usage rates, establish goals and evaluate progress. This project funds a data collector to observe safety belt, child restraint and motorcycle helmet use. Travel, per diem and costs for the final report are also funded.

### **OP-05-03 Occupant Restraint Coordinator - PRTSC**

A program that involves many government agencies, civic groups and private industry requires coordination at the PRTSC level. Personnel costs, travel and per diem and consultant costs are funded.

**OP-05-04 Occupant Protection Mass Media and Education Campaign - PRTSC**  
**OP-05-22**  
**OP-05-25**  
**Op-05-38**

Costs related to mass media efforts including production costs for radio and TV spots to be used for earned and paid media (during enforcement waves), press conferences, photo shoots, media tours, and other materials will be funded.

**OP-05-27 CPST Training - PRTSC**

Activities under this project include training of additional CPST's and provides for funding for training equipment, training materials, travel, per diem, lodging, etc. CPST's participate in publicized inspection clinics, and this project also provides for the necessary supplies and equipment to carry out the clinics. Finally, the purchase of seats for the clinics and loaner programs at the fitting stations will be funded.

**OP-05-28 Observational, Knowledge and Attitude Surveys - PRTSC**

A consultant will be contracted to conduct the official observational surveys for the enforcement "waves". Knowledge and attitude surveys will be conducted to measure the effectiveness of the campaigns, especially paid media, and help plan future campaigns.

**OP-05-39 Fitting Stations - PR Fire Department**

With the growth of fitting stations at firehouses around the island, the PR Fire Department found it necessary to establish an administrative unit for this program. One coordinator and assistant coordinator will be federally funded and another coordinator and assistant will receive stipends. Certified CPST's will receive a stipend since at times they attend the public outside of their normal shift. A vehicle to carry equipment (seats) for clinics or distribution, child restraints, equipment rental for inspections or clinics and materials will be funded.

**OP-05-44 Municipal Fitting Station - Carolina**

Only two municipalities have municipal fire departments. One of them, Carolina, will participate in the child restraint program and municipal CPST's will be trained. This project will provide funding for stipends for the CPST's, training and travel, training equipment, child restraints and educational material.

# Community Programs

## CP-06

### Overview

Community Traffic Safety Programs (CTSP) have long been an integral 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 and municipal 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, nevertheless, 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 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 monthly as a group to receive information from the PRTSC on upcoming campaigns, activities and plans and to report progress to the PRTSC. The CTSP directors also coordinate training for municipal police, child restraint clinics and other activities that involve the PRTSC and other CTSP's.

At present, there are five CTSP's that are limited to one municipality and eleven regional programs responsible for more than one municipality. With the regional programs, administrative costs in covering several municipalities are reduced.

A bold new initiative will be implemented as a pilot project in two municipalities, Isabela and Camuy. Through education and strict enforcement of traffic laws by municipal and Puerto Rico Police, order will be established in the towns' traffic as the foundation for law and order in all facets of daily life. The mayors of these two towns are eager to begin the pilot program and have committed their resources to the project.

## **Performance Goal**

- Maintain PRTSC presence in 67 of the 78 municipalities through the CTSP's

## **Performance Measures**

- Number of municipal police participating in “waves”
- Number of citations
- Number of conferences given
- Number of people reached

## **Strategies**

### **Local**

**CP-06-02 Local Community Program-Juncos**

**CP-06-06 Local community Program-Florida**

**CP-06-09 Local Community Program-Caguas**

**CP-06-14 Local Community Program-Ponce**

**CP-06-28 Local Community Program-San German**

### **Regional**

**CP-06-04 Regional Community Program - Luquillo**

**CP-06-15 Regional Community Program - Barceloneta**

**CP-06-16 Regional Community Program - Comerio**

**CP-06-17 Regional Community Program - Toa Alta**

**CP-06-18 Regional Community Program - Humacao**

**CP-06-19 Regional Community Program - Juana Diaz**

**CP-06-20 Regional Community Program - Lares**

**CP-06-21 Regional Community Program - Isabela**

**CP-06-22 Regional Community Program - Sabana Grande**

**CP-06-23 Regional Community Program - Trujillo Alto**

**CP-06-29 Regional Community Program - Naranjito**

Local Community Programs have been in existence for years and the municipality has absorbed most of their personnel costs (director and assistant). Materials, travel, training and other miscellaneous costs are funded. In the case of Caguas, a traffic safety park was established in 2005 and the project director also administers the park. Additional costs,

including a vehicle, will be funded. Regional Community Programs funding include personnel costs of a coordinator and an assistant, materials, travel cost, training costs and costs of equipment rental for special events will be funded. Office supplies and equipment are also funded for these programs to carry out the functions described in the overview section. The following table shows the municipalities covered by each program and their populations.

**TABLE 06-1**

<b>Regional Community Programs</b>	<b>Municipalities Served</b>	<b>Population</b>
Barceloneta	Barceloneta, Arecibo, Ciales, Hatillo, Manatí, Vega Baja	274,532
Comerio	Comerio, Orocovis, Aibonito, Cidra, Cayey	164,069
Humacao	Humacao, Arroyo, Culebra, Naguabo, Patillas, Vieques, Yabucoa	175,006
Isabela	Isabela, Aguada, Aguadilla, Añasco, Camuy, Quebradilla, Rincón	265,128
Juana Díaz	Juana Díaz, Coamo, Guayama, Salinas, Santa Isabel, Villalba	218, 962
Lares	Lares, Adjuntas, Moca, San Sebastián, Utuado	178,212
Luquillo	Luquillo, Ceiba, Río Grande, Fajardo	134,866
Naranjito	Naranjito, Barranquitas, Corozal, Morovis Vega Alta	168,494
Sabana Grande	Sabana Grande, Guaníca, Guayanilla, Las Marías, Maricoa, Peñuelas, Yuaco	166,692
Trujillo Alto	Trujillo Alto, Canovanas, Carolina, Loiza	347,076
Toa Alta	Toa Alta, Bayamón, Cataño, Dorado, Guaynabo, Toa Baja	586, 429
<b>Total</b>		<b>2,679,466</b>

**CP-06-30 Pilot Program, Safe Communities, PRTSC**

A town meeting will be held in each of these towns (Isabela and Camuy) with community leaders, churches, commerce and government agencies to present plans to establish safe and orderly communities. The mayors of each town have committed to this project and at the state level, the Puerto Rico Police, Transportation Department, PRTSC Impact Team, Adopt a Highway, Sports and Recreation Department among others have committed resources to put infrastructure improvements and programs in place. After infrastructure improvements are made and a period of PI&E is carried out, strict enforcement will begin and other programs (adopt a highway clean up, sports) will be implemented.



# Traffic Records

## TR-07

### Overview

Accurate and timely data are needed in order to identify traffic safety problems, develop a plan and evaluate results. Data driven programs are more effective in achieving results and more efficient in the use of limited resources.

Traffic records projects funded with 411 grants have helped to steadily improve data timeliness and accuracy. After years of backlog, the Accident Analysis Unit and consultants of the PR Department of Transportation, responsible for keeping the crash file, carried out an assessment of the traffic records system in 2002. Based on the assessment, an improvement plan was developed and 411 funds were solicited.

Plans included bringing the crash file up to date with the existing corps of zoners and coders of the Accident Analysis Unit by adding personnel, providing additional equipment and contracting out the data entry function. The zoners and coders have to work with hundreds of thousands of paper crash reports. Simultaneously, a system to have the police enter crash data on hand held computers, with GPS, at the crash scene, thus eliminating the stacks of paper and improving the accuracy and timeliness of the data.

A Traffic Records Committee was created to recommend changes to the Police Accident Report form and track progress and recommend any revisions to the plan.

The Accident Analysis Unit has completed processing 2004 data and has begun processing 2005. An Information Officer was recruited by the PRTSC in June 2005 and the necessary software installed for the Officer to access the data file allowing the PRTSC to analyze the data directly instead of requesting data from the Accident Analysis Unit. Now that the Accident Analysis Unit is up to date, the Information Officer tasks of providing data for problem identification and evaluation can continue. The computer software being used by the Accident Analysis Unit, however, is not user friendly and limits access to the data and its usefulness to the Unit and the PRTSC. More versatile software is needed.

Computer equipment has been purchased, software installed, a new PAR developed and GIS maps developed for the at scene data collection. The system has to be pilot tested before resources are committed for total implementation.

In 2006, the Traffic Records Coordinating Committee prepared and submitted a Strategic Plan to improve Puerto Rico's information systems in accordance with the requirements of Section 408 of SAFTEA-LU. In preparing the proposal, the TRCC noted that the

redesigned Police Accident Report form was missing data elements included in MMUCC and required by Section 408 and has to be redone.

Also, due to advances in technology, the equipment identified for pilot testing at scene data collection must be reevaluated.

As required by Section 408 for subsequent year funding, and for possible revisions to the traffic records strategic plan, a Traffic Records Assessment will be conducted.

## **Performance Goal**

- To access the crash file and perform the problem identification process at the PRTSC
- To pilot test the at scene data collection system.
- To redesign PAR
- Conduct Traffic Records Assessment.

## **Performance Measures**

- Number of data runs
- Number of officers participating in pilot test.
- Traffic Records Assessment conducted.

## **Strategies**

### **TR-07-01 Traffic Records Data processing and Analysis - PRTSC**

The Information Officer will provide the PRTSC Director and other staff crash data, as needed, by accessing the crash file maintained by the Accident Analysis Unit and other primary agencies that integrate the Traffic Record Coordinating Committee (TRCC). Data needs for problem identification for the development of the HSP and for the Annual Evaluation report will also be provided. In order to coordinate the projects of the many agencies included in the TRCC a Traffic Records Coordinator will be recruited. Funding will cover personnel costs, materials, equipment, local and stateside training, consultants if needed, maintenance contracts to protect the data, and computer time. In addition, costs for a consultant for PRTSC and the Accident Analysis Unit to identify and install software that will allow for easier access to the data. Funds to contract a statistician will also be provided.

### **TR-07-03 Traffic Records Technology Update – DOT/ HA**

A new Police Accident Report form will be developed to comply with MMUCC and Section 408 requirements. Once developed, a hybrid system for collection of crash data will be implemented. Equipment and software will be identified to collect at scene data collection using hand held computers. Instead of identifying crash location by road and

kilometer, the equipment will have integrated GPS and location will be identifies using coordinates. A pilot test of the equipment and software will be conducted and results evaluated prior to full implementation.

Due to budget constraints, only traffic patrols will be equipped with the hand held computers. Other patrols will use a digitized PAR that will be processed through a scanner. These patrols will be equipped with GPS units. Training of police in the new PAR and hand held equipment would also be funded.

#### **TR-07-07 Traffic Records Assessment- PRTSC**

In coordination with the NHTSA Regional office, a Traffic Records Assessment team will be identified and an assessment will be conducted in January 2007.

Note: Once Section 408 application for FY 2006 is approved by NHTSA, we will be in position to incorporate projects included in the Multi-year Strategic Plan.

# Non-Occupant Safety

## PS-08

### Overview

Pedestrian and other non-occupant fatalities have been a major traffic safety problem since the creation of the PRTSC in 1972. Nationwide, pedestrian fatalities account for about 15% of all fatalities, yet, in large, congested cities such as New York, they account for over 50% of all traffic fatalities. Puerto Rico, with its high population density, is somewhere in between. As indicated in Table 08-1, an average of 36% of all traffic fatalities in Puerto Rico are non-occupants. Also, over the past five years, an average of 14 bicyclists are killed annually.

**TABLE 8-1  
DISTRIBUTION OF NON-OCCUPANT FATALITIES  
BY TYPE & YEAR (2001 – 2005)**

<b>Fatality Type</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>Average</b>
<b>Cyclists</b>	<b>17</b>	<b>15</b>	<b>13</b>	<b>14</b>	<b>11</b>	<b>14</b>
<b>Horse Rider</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>2</b>
<b>Pedestrian</b>	<b>171</b>	<b>178</b>	<b>151</b>	<b>163</b>	<b>132</b>	<b>159</b>
<b>Skaters</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Non-Occupant Fatalities</b>	<b>190</b>	<b>196</b>	<b>167</b>	<b>177</b>	<b>144</b>	<b>175</b>
<b>Total Fatalities</b>	<b>496</b>	<b>518</b>	<b>496</b>	<b>495</b>	<b>455</b>	<b>492</b>
<b>% of Total Fatalities</b>	<b>38%</b>	<b>38%</b>	<b>34%</b>	<b>36%</b>	<b>32%</b>	<b>35.6%</b>

If we examine pedestrian fatalities by age, we find that 41.7% are over age 50 (table 08-2). Based on FARS data, an average of 33% of pedestrian fatalities are positive for alcohol (table 08-3) and 19% are positive for drugs.

**TABLE 8-2  
PEDESTRIAN FATALITIES BY AGE GROUP  
CY - 2005**

<b>Age Group</b>	<b>Fatalities</b>	<b>Percentage</b>
0 to 15 years	6	4.5 %
16 to 24 years	9	6.8%
25 to 34 years	10	7.6%
35 to 44 years	15	11.4%
45 to 54 years	25	18.9%
Over 55years	63	47.8%
Unknown	4	3%
<b>Total</b>	<b>132</b>	<b>100%</b>

**TABLE 8-3  
IMPAIRMENT IN PEDESTRIAN FATALITIES  
CY 2000 – 2005**

<b>CY-Year</b>	<b>Pedestrian Fatalities</b>	<b>BAC Positive</b>	<b>Drug Positive</b>
2001	171	39%	14 %
2002	178	37%	18 %
2003	151	22%	20 %
2004	163	35%	13 %
2005	132	23%	8 %
<b>Average</b>	160	34%	15 %

Pedestrians must be made aware of the danger of becoming a victim of a traffic crash and motorists must be made aware of their responsibilities towards pedestrians and cyclists. Puerto Rico’s Vehicle and Traffic Law includes Articles on the responsibilities of the pedestrian and bicyclist and responsibilities of drivers towards pedestrians and bicyclists, but this information has not been widely disseminated.

Studies have shown that in order to impact a behavior, efforts must be directed at an age group several years before the onset of the behavior. Therefore, preparing elementary school children in safe driver, pedestrian and bicyclist behaviors can result in safer pedestrians and other non-occupants in the future. Raising awareness of the over 50 population can have an impact on the immediate problem.

Traffic calming measures are known to reduce pedestrian fatalities. However, concentrations of pedestrian fatalities in certain areas have not been identified. In the Traffic Engineering module, the Impact Team will be charged with identifying any possible measures to address the pedestrian problem.

Finally, enforcement efforts in the Alcohol module and the Police Traffic Services module that reduce the incidence of DWI and speeding, we believe, will have an impact in reducing pedestrian and other non occupant fatalities.

## **Performance Goals**

- Reduce pedestrian fatalities from an average of 160 (five year average) to 150 in 2007
- Reduce total non occupant fatalities from a five year average of 175 to 160 in 2007

## **Performance Measures**

- Number of educational materials developed and distributed
- Number of students trained
- Number of elderly reached

## **Strategies**

### **PS-08-01 Non Occupant Coordinator - PRTSC**

A comprehensive non-occupant safety program that includes public awareness, enforcement and engineering countermeasures requires coordination at the PRTSC level. Personnel costs of a coordinator, production and purchase of educational materials, travel and per diem.

### **PS-08-02 Traffic Safety Education Park - PRTSC**

The Traffic Safety Education Park (PESET) in Arecibo, reaching it's 10<sup>th</sup>. Anniversary this year, provides classroom education and experience as a driver, pedestrian and bicyclist to 7 to 10 year olds on a replica of a typical Puerto Rican town and country roads. Reservations to attend the park are made by school teachers around the island. Personnel costs for a director, educators and a secretary, material, office supplies, equipment, travel and per diem are funded.

### **PS-08-03 Non Occupant Mass Media Campaign - PRTSC**

Mass media materials will be developed to make pedestrians and drivers aware of their responsibilities as they share the roads. In addition, funds will provide for expenses related to special activities such as “Back to School”, “Walk to School Safely” and “Pedestrian Safety Month”.

### **PS-08-11 Traffic Safety Education Park - Caguas**

Demand for the services of the PESET in Arecibo is great and distances are long for some school children. The municipality of Caguas has decided to establish a park similar to PESET in coordination with the PRTSC. The land area and construction are provided by the Caguas administration and traffic safety funds will provide for a project director, educator, materials, equipment, electric cars, and bicycles.

### **PS-08-15 Cyclist Education Program - Puerto Rico Sports and Recreation Department**

Puerto Rico's Highway Authority is developing plans for a comprehensive bicycle safety program to include bicycle paths, traffic calming measures, training, mass media and educational materials. This project will help fund the educational campaign to be implemented by the Sports and Recreation Department, which includes print materials, media spots, trainers for schools and youth groups and special events.

# **Emergency Medical Services**

## **EM-10**

### **Overview**

In the 1970s, when Puerto Rico was developing its Emergency Medical Services system, traffic safety funds administered by the PRTSC were a significant part of total funding. As the EMS system in Puerto Rico, and EMS systems across the United States, became institutionalized, PRTSC funding of EMS projects decreased significantly.

In recent years, EMS projects were absent from Puerto Rico's Highway Safety Plan. However, several problems plagued the EMS system and the PRTSC considered a NHTSA coordinated EMS assessment to better identify problems and solutions. The assessment was never conducted.

One of the problems was continued concern over the training of EMT's and paramedics. Institutions that were not primarily health care institutions were offering the training and graduating EMT's and paramedics. In order to assure the quality of training, health care professionals from the Medical Sciences Campus of the University of Puerto Rico began developing plans to offer training at that institution. Their efforts resulted in legislation passed in 2004 requiring government EMT's and paramedics to be trained at the Medical Sciences Campus.

Assistance in establishing this EMT training academy was provided by the PRTSC in 2005 and training of EMT's began at the Rio Piedras campus. Plans are to establish satellite training centers around the island to make it more accessible. The PRTSC will continue to provide assistance.

Another major problem is that coordination between the Commonwealth EMS Director, municipal EMS systems, private providers and volunteers must be improved. Lack of coordination is affecting efficiency and effectiveness in the deployment of resources. To address this problem, an EMS summit is planned where all of the stakeholders can meet, identify problems and agree on solutions. Due to the success of the Motorcycle Safety Summit held in 2005 (see MS-13), this course of action promises to identify activities to be included in future HSP's to address problems in the EMS system.

An effective and efficient EMS system is recognized as a necessary component of a comprehensive traffic safety program.

### **Performance Goals**

- Establish satellite training centers
- Hold an EMS summit

## Performance Measures

- Number of satellite centers established
- Number of EMT's trained
- Number of problems and solutions identified at summit

## Strategies

### EM-10-15 EMT Training Academy-UPR Medical Sciences Campus

This project will continue providing assistance to the EMT training academy established in 2005. Satellite training sites will be opened and personnel, consultants, trainers, materials and equipment will be funded in this project.

### SATELLITE CENTERS



### EM-10-20 EMS Summit-Emergency Medical Services

An EMS Summit planned for 2006 to bring EMS stakeholders together, identify problems and agree on solutions will be held in 2007. It is expected that as a result of the Summit, additional projects will be incorporated into the HSP. Materials, meeting rooms and other expenses related to the Summit will be funded.



# Traffic Engineering

## TE-11

### Overview

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

For the past several years the PRTSC has been administering funds assigned to it under Sections 154 and 164 of the Highway Safety Act because Puerto Rico does not have a qualifying open container or repeat offender law. A portion of these funds has been retained by the Secretary of Transportation for hazard elimination projects.

Elimination of hazards can be achieved by protecting motorists with guardrails or attenuators. Pavement markings and road signs are also effective in reducing other hazards. Some hazard elimination requires larger solutions such as reconstruction or barriers. Time frames for implementing improvements depend on the nature and scope of the projects. Larger projects require compliance with Commonwealth bidding procedures.

Some projects that are low cost and can provide high impact can be implemented rapidly. For these projects, recommendations and follow up from traffic safety impact team or safety audit team can facilitate implementation by identifying the projects that may not be addressed because of larger commitments.

Projects in this module will also complement the activities included in the Non Occupant and Motorcycle modules by providing the needed signage and other markings to improve pedestrian, bicyclist and motorcyclist safety.

### Performance Goal

- Increase road safety by eliminating hazards

### Performance Measures

- Number of improvements implemented

## **Strategies**

### **TE-11-01 Impact Attenuator and Guardrail Installation - DOT&PW/HA**

Based on need studies, attenuators and guardrails will be installed either by DOT&PW or by contract.

### **TE-11-02 Impact Team - PRTSC**

The Impact Team will meet regularly with members from police, engineering, public awareness and PRTSC administration to identify crash locations where low cost, high pay off improvements can be quickly implemented. A project coordinator, secretary, training and materials will be funded.

### **TE-11-03 Traffic Signs and Signal Installation - DOT&PW/HA**

Based on needs studies and input from the Impact Team road signs and signals will be installed to eliminate identified hazardous situations. Road signs for pedestrian, bicycle and motorcycle safety to complement those program areas are included.

### **TE-11-08 Pavement Markings - DOT&PW/HA**

Based on needs studies equipment, paint, reflectors, etc. will be funded to paint or install markings to improve safety including rumblestrips for shoulders.

### **TE-11-10 Roadside Safety Audit Team - HA**

Similar to and working in coordination with the Impact Team, the Safety Audit Team will be conducting the needs studies to determine the hazard elimination projects to be implemented. Personnel costs, materials, training and travel will be funded.

### **TE-11-11 Guardrail and Attenuator Installation on Toll Roads - HA**

Although similar to TE-11-01, this is a special project of greater magnitude and must be put out for bids.

### **TE-11-13 Special Projects-HA**

Large projects are grouped under this project number. Four large projects have been identified: New Jersey barrier for route 26, a busy six lane road, a merge lane from route 165 to route 22 and a bridge access on route 53.

# **Paid Media**

## **PM-12**

### **Overview**

In order to more easily identify resources spent in paid media to support the efforts of other program areas and the enforcement waves, funding for this purpose has been grouped in this module. A marketing consultant assists the PRTSC in identifying target audiences and the appropriate media to reach that audience. Surveys are conducted before and after the enforcement waves and at other times during the year. The consultant also evaluates changes in recognition and attitudes by the target populations. A separate media report will be submitted by December 31.

### **Performance Goal**

- Increase recognition of PRTSC messages
- Effect positive change in attitudes towards traffic safety measures

### **Performance Measures**

- Amount of paid media time
- Amount of earned media time

### **Strategies**

A consulting firm will be contracted to place the messages (TV, radio, print billboards, etc.) developed for the various campaigns. Project numbers and titles are as follows:

**PM-12-01 Impaired Driving Campaign - PRTSC**

**PM-12-02 Youth Impaired Driving Campaign - PRTSC**

**PM-12-03 Speed and Aggressive Driving Campaign - PRTSC**

**PM-12-06 Child Restraint and Fitting Station Campaign - PRTSC**

**PM-12-07 Safety Belt Campaign - PRTSC**

**PM-12-10 Pedestrian Safety Campaign**

**PM-12-11 DWI PI &E Campaign - ACCA**

To promote public awareness of and compliance with Puerto Rico's DUI laws statewide through effective publicity during special holidays or local festivities. During that time the alcohol consumption increases considerably affecting everyone who lives in Puerto Rico. The campaign will develop a more aggressive strategy for reaching those that get behind the wheel while impaired at that time. ACCA efforts will complement the enforcement message of the PRTSC campaign. The development or production of radio and TV spots, print materials and paid media will be funded.

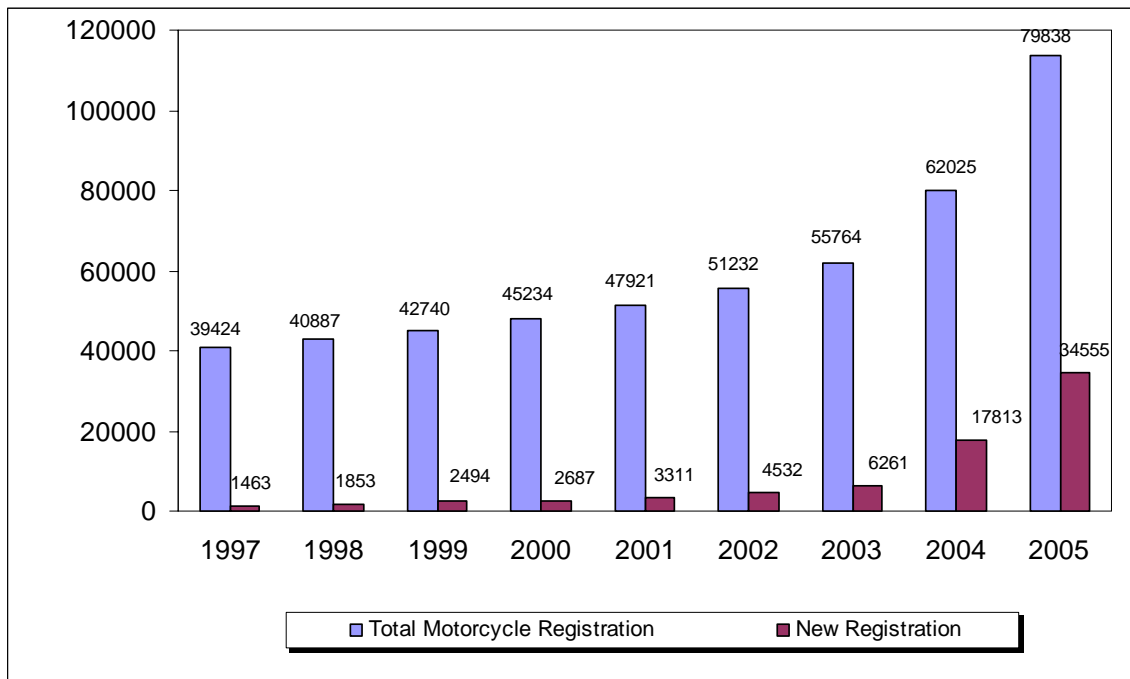
# Motorcycle Safety

## MC-13

### Overview

Just a few short years ago (1997), Motorcycle fatalities in Puerto Rico totaled 22, or 4% of total fatalities. Motorcycle registrations were only 40,887. As can be noted in Table 13-1, motorcycle registrations have increased dramatically and motorcycle fatalities have also increased. By 2004, a total of 55 motorcyclists had died on Puerto Rico's roads, or 11 % of all traffic fatalities. As of September 1, 2005, 55 motorcyclists had died, equal to the total for all of 2004. **A total of 89 motorcycle fatalities were registered in 2005 representing almost 20% of all fatalities.** Tables 13-2, 13-3 and 13-4 indicate that young motorcyclists are at greater risk, that males far outnumber females and that most motorcycle fatalities occur on weekends.

**TABLE 13-1**  
**MOTORCYCLE REGISTRATIONS IN PUERTO RICO**  
**1996 - 2005**



**TABLE 13-2**  
**Motorcycle Occupant Fatalities by Age and Sex**  
**2002-2005**

2002				2003				2004				2005			
Age	Male	Female	Total	Age	Male	Female	Total	Age	Male	Female	Total	Age	Male	Female	Total
10-15	0	0	0	10-15	1	0	1	10-15	1	0	1	10-15	3	0	3
16-20	4	0	4	16-20	2	0	2	16-20	7	0	7	16-20	9	0	9
21-24	14	1	15	21-24	10	1	11	21-24	10	1	11	21-24	21	0	21
25-34	28	0	28	25-34	23	1	24	25-34	24	3	27	25-34	32	0	32
35-44	8	0	8	35-44	12	0	12	35-44	11	0	11	35-44	10	0	10
45-54	4	0	4	45-54	3	0	3	45-54	4	0	4	45-54	10	0	10
55-64	1	0	1	55-64	2	0	2	55-64	1	0	1	55-64	3	0	3
65-74	0	0	0	65-74	0	0	0	65-74	0	0	0	65-74	1	0	1
Unknown	0	0	0	Unknown	1	0	1	Unknown	1	0	1	Unknown	0	0	0
<b>Totals</b>	<b>59</b>	<b>1</b>	<b>60</b>	<b>Totals</b>	<b>54</b>	<b>2</b>		<b>Totals</b>	<b>59</b>	<b>4</b>	<b>63</b>	<b>Totals</b>	<b>89</b>	<b>0</b>	<b>89</b>

**TABLE 13-3**  
**MOTORCYCLE RIDER FATALITIES**  
**BY AGE GROUP YEAR 2005**

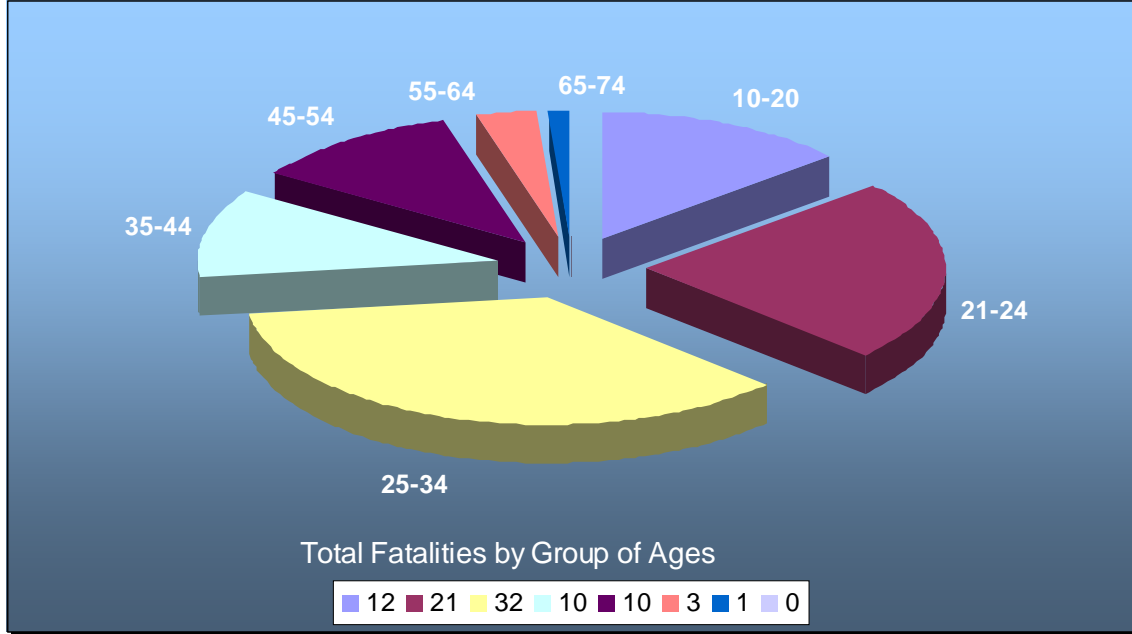
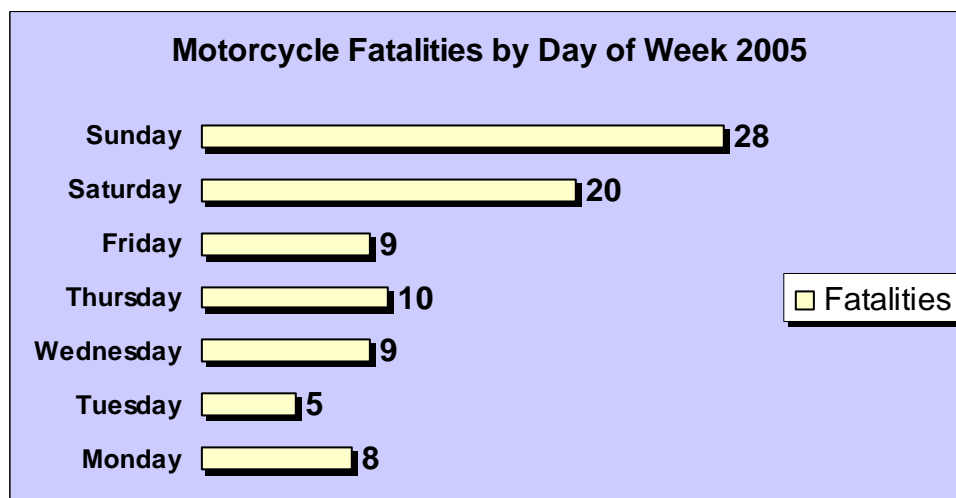


TABLE 13-4



In reviewing the data and literature, it became evident that this is an emerging problem in the United States and Puerto Rico. The *National Agenda for Motorcycle Safety*, NHTSA’s *Motorcycle Safety Program* and the recommendations from the *Hurd Study*, part of the literature reviewed, clearly established the elements necessary for a comprehensive motorcycle safety program: Licensing, Rider Education, Helmets and other safety gear, Enforcement, Vehicle design (braking), Infrastructure and Emergency Response.

Motorcycle safety in Puerto Rico suffers from many deficiencies. First, there is no motorcycle license or endorsement requiring a written and road test. During 2006, legislation was submitted requiring a motorcycle endorsement, eliminating the learner’s permit, requiring a written and road test and providing for rider training. Use of a DOT helmet and proper clothing, among other provisions are included. The legislation passed the House but has not been approved by the Senate as yet. For now, a motorcycle can be driven with a regular driver’s license.

Four Commonwealth employees were certified by the Motorcycle Safety Foundation as Rider Coaches during 2006 in preparation for the new licensing requirements once the law is passed and signed by the Governor. However, there is only one certified training range in Puerto Rico at present.

Motorcyclists were not being considered in road design or maintenance and a contract was awarded to the University of Puerto Rico Engineering College in 2006 to identify road hazards and develop signs and hazard elimination projects. Public information and education campaign materials directed at motorists and motorcyclists on how to share the road, as well as motorcyclist safety, were developed in 2006 and must be distributed.

Also during 2006, training of EMTs and motorcycle clubs in the “First There, First Care”, with emphasis on the new section on safely removing an injured motorcyclists

helmet, began as a means of saving lives of injured motorcyclists. Finally, a Section 2010 application was submitted to NHTSA and is Attachment xx to this plan.

Finally, as is indicated by the data and map in the Section 2010 grant proposal (attached), motorcycle fatalities are occurring in coastal towns during mainly on Sunday. Enforcement in these towns, on Sunday, must increase.

## **Performance Goals**

- Reduce Motorcycle fatalities by 20% from 89 in 2005 to 70 in 2007

## **Performance Measures**

- Number of instructors trained
- Number of motorcyclists trained
- Number of campaign materials developed and distributed
- Number of EMTs and motorcyclists trained in “First There, First Care”
- Number of road signs installed

## **Legislative Goals**

- Legislation requiring a motorcycle license or endorsement, written and road test

## **Strategies**

### **MC-13-01 Contract Consultant - PRTSC**

A Motorcycle Safety Consultant will be contracted to help review programs, recommend possible improvements and assist in its development and implementation. Consultant could also be of assistance during training of instructors and coaches. Funding for training and travel is included.

### **MC-13-02 Motorcycle Safety Summit**

A second Motorcycle Safety Summit was planned for 2006, but will be held early in 2007 for all stakeholders: police, licensing, PI&E riders, vendors, legislators, etc. to discuss progress made in some of the problem areas identified from the first summit conducted.

### **MC-13-03 Motorcycle Safety Training - PRTSC**

Training for instructors using the MSF curriculum will be provided. Funding for training and travel is included.



### **MC-13-04 Motorcycle Enforcement and Training - PR Police**

In order to increase enforcement of motorcycle violations, training for traffic officers will be developed and offered. Since stopping a motorcyclist is more dangerous than stopping a car, proper techniques will be taught along with the appropriate articles of law. Enforcement efforts will focus on coastal areas, where motorcycle crashes are occurring, during weekends, especially Sunday.

### **MC-13-05 Emergency Response Training - EMS**

Emergency Medical Technicians will continue to be trained in “First There, First Care”, with emphasis on the new section on removing the helmet of an injured motorcyclist. Training of members of motorcycle groups and public in general will be continued.

Note: Road signage and hazard elimination is included in the Traffic Engineering module.

### **MC-13-06 Motorcycle Safety Coordinator and Public Information Campaign - PRTSC**

A comprehensive motorcycle program that includes public awareness, enforcement and engineering countermeasures requires coordination at the PRTSC level. Personnel costs of a coordinator; travel; per diem and production and purchase of equipment and educational materials on sharing the road by cars and motorcycles, proper gear, and other safety issues will be funded. These materials will target the 21-34 year old riders and include print, videos and others for use by PRTSC, DMV, dealers, motorcycle groups and insurance companies.

### **MC-13-07 Motorcycle Crashes Study and Research - UPR Mayaguez Campus**

The Department of Civil Engineering and Surveying from the College of Engineering at the Mayaguez Campus of the University of Puerto Rico has been contracted to conduct a study to analyze motorcycling trends in Puerto Rico due to the significant increase in number and severity of motorcycle crashes. The information obtained is needed to understand the causes of motorcycle crashes and other contributing factors to these crashes and to recommend road signing and hazard elimination projects.

### **MC-13-08 MSF Training - DMV**

Approval of pending legislation requiring written and road testing for a motorcycle license endorsement will also provide for rider training. In order to gear up for the demand, Rider Coaches must be developed and certified ranges must be established. Only one certified range exists in Puerto Rico, but DMV and mayors have identified potential sites and they are being evaluated.

There are presently four Rider Coaches, trained in New York, and they have trained DMV examiners and have given training to rider groups. Efforts will be made to have them become Chief Instructors with the ability to train and certify Rider Coaches in Puerto Rico. Funding will help establish the training sites with equipment, materials and supplies and training expenses for the Rider Coaches.

**STATE CERTIFICATIONS AND ASSURANCES**

Failure to comply with applicable Federal statutes, regulations and directives 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.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 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
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

**Certifications and Assurances**

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which 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 USC 402(b) (1) (A));

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 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 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 USC 402(b) (1) (C)), unless this requirement is waived in writing;

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:

- National law enforcement mobilizations,
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.

The State shall 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.

This 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 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

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);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

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 (P.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), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):**

The State will provide a drug-free workplace by:

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

- 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
  - f) 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 -
    - 1) Taking appropriate personnel action against such an employee, up to and including termination.
    - 2) 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.
  - g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

### **BUY AMERICA ACT**

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) 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).**

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

### **CERTIFICATION REGARDING FEDERAL LOBBYING**

## 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**

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**

#### 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.

### **ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2007 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 will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

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**Governor's Representative for Highway Safety**

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**Date**

## HIGHWAY SAFETY COST SUMMARY 2007

National Highway Traffic Safety Administration	State: Commonwealth of Puerto Rico			Date: September 1, 2006	
Federal Highway Administration					
Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs		Federal Share to Local
Previous Balance	Increase/(Decrease)	Current Balance			
154-AL	\$1,490,000.00				
154-HE	\$3,100,000.00				
154-PA	\$205,000.00				
164-AL	\$1,090,000.00				
164-HE	\$3,432,900.00				
164-PM	\$100,000.00				
164-PA	\$200,000.00				
402-AL	\$0.00				
402-YA	\$256,500.00				
402-PS	\$423,000.00				
402-PT	\$465,000.00	\$17,000,000.00			
402-PA	\$225,000.00	\$1,675,918.00			
402-CP	\$647,000.00				
402-OP	\$131,500.00				
402-TR	\$2,000.00				
402-DE	\$0.00				
402-EM	\$0.00				
402-PM	\$100,000.00				
157 INNOVATIVE	\$0.00				
157 INNOVATIVE PM	\$0.00				
157 INC.-PT	\$0.00				
157 INC.-OP	\$0.00				
157 INC.-PM	\$0.00				
157 INC.-MC	\$0.00				
2003 (b)	\$0.00				
J2 405 OP	\$0.00				
J2 405 PM	\$0.00				
2010	\$200,000.00				
410	\$3,535,810.00				
408	\$834,791.00				
406	\$1,895,378.00				
K2 405	\$434,000.00				
Total NHTSA	\$18,767,879.00	\$18,675,918.00			
Total FHWA					
Total NHTSA & FHWA	\$18,767,879.00	\$18,675,918.00			
State Official Authorized Signature:		Federal Official Authorized Signature:			
NAME: <u>JOSE A. DELGADO ORTIZ</u>		NHTSA - NAME: _____			
TITLE: <u>EXECUTIVE DIRECTOR</u>		TITLE: _____			
DATE: <u>September 1st, 2006</u>		DATE: _____			
HS Form 217		Effective Date: _____			