

# **PUERTO RICO**

# **HIGHWAY SAFETY PLAN**

## **FY 2016**



Hon. Alejandro Garcia Padilla  
*Governor of Puerto Rico*



PUERTO RICO  
TRAFFIC SAFETY COMMISSION  
COMMONWEALTH OF PUERTO RICO

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*Executive Director*

*Book cover photo shows a Segment of the PR-3 with the exit to PR-26 in direction to San Juan. It's located in the Municipality of Carolina, which is located in the Metropolitan Area of Puerto Rico.*

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## INTRODUCTION

Since early 1970s, the Puerto Rico Traffic Safety Commission (PRTSC) is the government entity that focuses entirely on achieving the goal of changing driver behavior with the sole purpose of reducing traffic crash fatalities and injuries on the Island's road topography of approximately 17,000 miles.

The smallest geography of the Greater Antilles in the Caribbean region -100 miles long by 35 miles wide-, Puerto Rico has a total population of nearly 3.7 million. Surface distribution is among the top worldwide with 1,000 people per square mile. By 2014, vehicles outnumbered drivers: 2,098,964 licensed drivers versus 5,997,962 registered vehicles. Hurricane season lasts for as much as six months, with an average annual precipitation of 70 inches, these conditions can easily flood roads anywhere throughout the Island.

Factors like these, along with reckless behaviors when driving like alcohol consumption, speeding and distractive driving, have proven to be of serious concern to PRTSC for the high levels of risks to which road users are exposed when traveling in a motor vehicle.

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

Although up to date statistics show these tools have substantially reduced traffic fatalities - the lowest ever of 304 victims in 2014 -, the PRTSC will continuously review performance goal achievements to determine whether additional educational strategies and other initiatives are needed to move forward in traffic safety and reduce fatal and injury crashes.

## EXECUTIVE SUMMARY

There is no doubt that Puerto Rico is a perfect example of how educational campaigns and programs on traffic safety, simultaneously with aggressive law enforcement, can effectively reduce fatal crashes, serious injuries and property damages.

In fact, for nearly three decades the Island has steadily accomplished a significant downward trend in traffic related collisions. Statistics show an all-time low of 304 fatalities in 2014, in contrast to a high of 648 in 1987. Based on up-to-date results and projections, the Puerto Rico Traffic Safety Commission (PRTSC) estimates fatalities will be below the 300 mark by year's end in 2015.

These remarkable achievements and prospects can undoubtedly be attributed to PRTSC's commitment, together with the active support of state and municipal police forces and other traffic safety partners, to promote safe driving through continued efforts that increase occupant and non-occupant awareness on the serious consequences of not upholding traffic laws.

Overall education on traffic safety, introducing a mandatory safety belt law - the first federal jurisdiction to do so in 1974 -, reducing BAC to .08%, round the clock sobriety checkpoints, high-visibility enforcement, increasing penalties for traffic violations, and educating pedestrians and cyclists on group rights and obligations, are key factors in accomplishing Puerto Rico's reduction of traffic crash fatalities.

Furthermore, passing of laws to include motorcyclist regulations and prohibit use of cell phones without a hands free device, thus discouraging texting and other illegal practices, have also been useful in reducing annual results.

The quest is not over yet. The goal must be bottom line numbers reaching historically low levels of traffic fatalities, injuries and property damages.

## RELATIONSHIP AND COORDINATION WITH SHSP

The Puerto Rico Traffic Safety Commission (PRTSC) continues to be a close partner of the Puerto Rico Highway and Transportation Authority (PRHTA) in the implementation of the 2014-18 Strategic Highway Safety Plan (SHSP). Our Executive Director, as an active member of the SHSP Executive Committee, participates in the discussion of strategies and initiative to reduce fatalities and serious injuries in Puerto Rico. Member of the PRTSC staff also participate in biweekly coordination meetings held at the PRHTA to monitor and adjust the SHSP implementation.

Since the approval of the SHSP back in July 30, 2014, the PRTSC has been an active supporter in the implementation of the SHSP, as depicted below:

- Participation in the SHSP project progress meetings
- Development of Communication Strategies
- Participation in SHSP outreach seminars to non-profit organizations and local universities
- Lead several of the Emphasis Area teams (e.g., Alcohol Impaired Driving, Traffic Records and Information Systems, and Occupant Protection)
- Provide support in several Emphasis Area teams (e.g., vulnerable users and Emergency Medical Response)
- Sharing crash databases and related information
- Members of the SHSP Steering Committee
- Integration of the PRTSC webpage as part of the SHSP webpage

The main focus of the PRTSC staff during 2015 was in supporting the PRHTA in the development of the Action Plan. The 2015 SHSP Action Plan includes a series of tasks associated to the strategies included in the 2014-18 Strategic Highway Safety Plan. In general, the PRTSC took ownership of those actions that involved improving driver behavior by means of communication campaigns and other initiatives. During FY 2016, the PRTSC will assist the PRHTA in the implementation of the following tasks:

- ✓ Monitor and adjust 2015 SHSP Action Plan
- ✓ Development of the 2016 SHSP Action Plan
- ✓ Funding for highway safety projects
- ✓ Participate in SHSP outreaching events
- ✓ Continuous alignment of FHWA and NHTSA programs
- ✓ Improving crash database, as the basis for all analysis and strategies development
- ✓ Development of the second Puerto Rico Safety Summit
- ✓ Participate in the Road Safety Audits as part of the SHSP
- ✓ Report on SHSP progress

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

## SETTING PERFORMANCE GOALS/TARGETS FOR 2016

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

Setting targets for year 2016 was part of a participative process between PRTSC and SHSP in order to comply with SHSP five-year plan and HSP annual plan. FARS will be the source for fatalities and fatality rate measures and CARE data base system will be the source for injury crashes measure. Historical data was reviewed, scenarios pondered; models, trends, projections, and federal regulations and requirements were evaluated, discussed and debated between all parts. Finally, the trend adopted was the one considered “aggressive”; to reduce total traffic fatalities from 344 in 2013 to 300 by 2018 using the 5-year moving average. Fatalities reduction target established for 2018 will be a 12% reduction from 2013 total traffic fatalities.

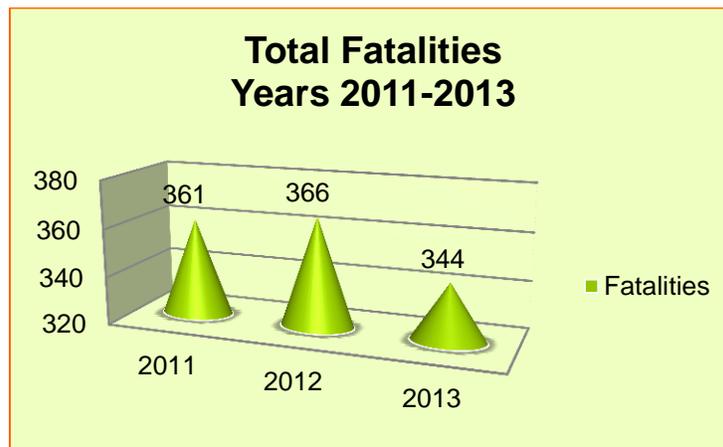


Figure 1: Total Fatalities Years 2011-2013

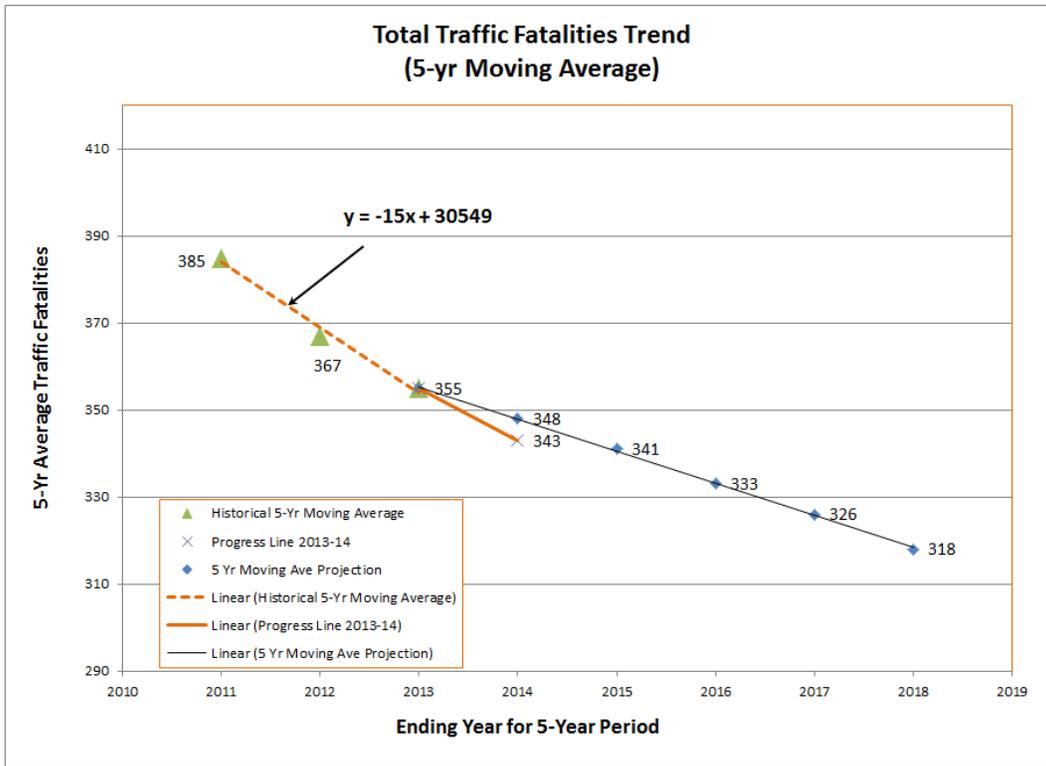


Figure 2: Total Traffic Fatalities Trend (5Yr. Moving Avg.)

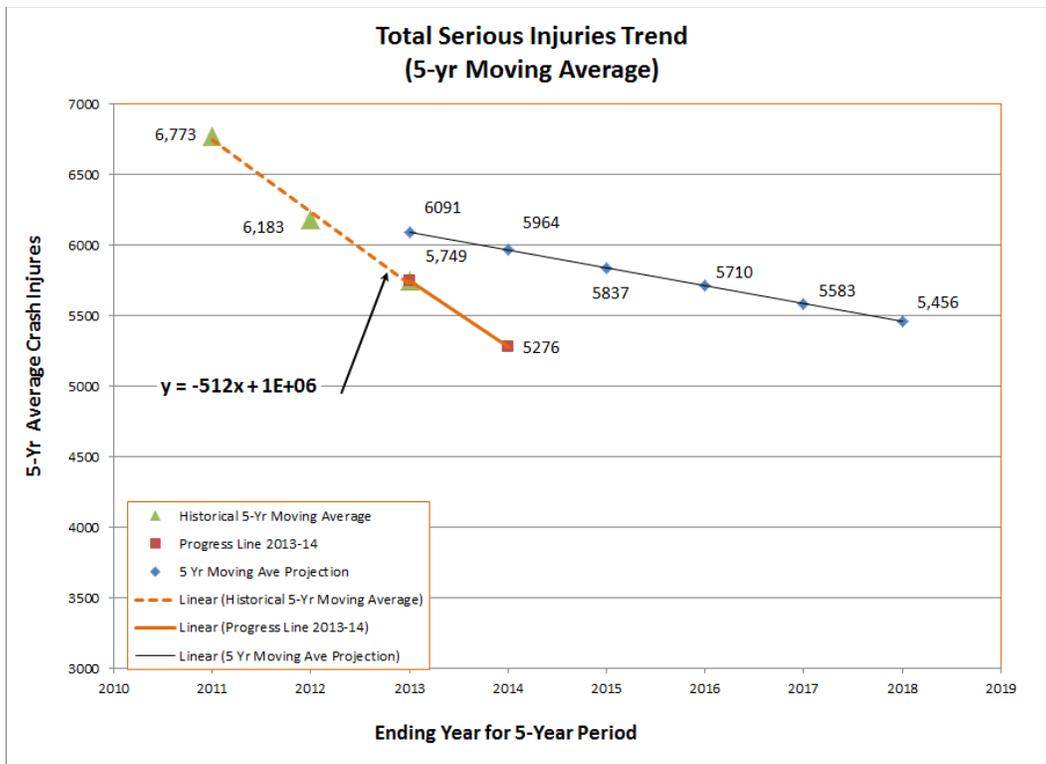
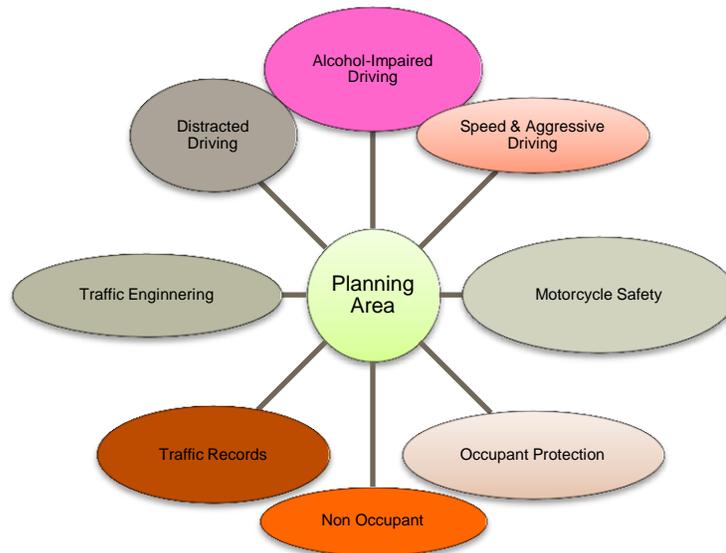


Figure 3: Total Serious Injuries Trend (5yr. Moving Ave.)

## PROCESS DESCRIPTION

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

Planning Process is a continuous one since all factors and events that take place during the year most be considerate in the process. The Division manages eight (8) educational/emphasis programs which administer various projects, both internals and externals. All aspects must be taken into consideration to ensure yearly activities run smoothly.



The following steps outline the planning process:

- Review most recent data available
- Ensure FARS analyst provide latest fatality statistics and compare with PRPD data.
- Prepare RFP letter and send forms. Published Public Notice.

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

## **SELECTING COUNTERMEASURES AND PROJECTS**

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

PRTSC, as a member of the Executive Committee and stakeholder of the 2015 Puerto Rico's Strategic Highway Safety Plan, has incorporated some strategies to its Program Areas in accordance to the Emphasis Areas of the SHSP in order to maximize resources and to develop a coordinated effort towards improving traffic safety in our Island and to comply with MAP-21.

In addition, NHTSA's Uniform Guidelines, Countermeasures that Work, 2013 was the primary source consulted to identify evidence-based strategies; references to these strategies were included in the HSP. Also, positive past experiences with projects, laws and regulations multidisciplinary approaches, GHSA guides & recommendations.

**PROBLEM IDENTIFICATION**

Problem identification involves the study of relationships between collisions and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles. Drivers can be classified into subgroups according to age and gender. Collisions can be further analyzed in terms of time of day, day of week, and month; age and gender of drivers; primary collision factor and safety equipment usage.

When analyzing crash data during 2010-2014 periods, we can observe that total crashes for 2014 was 204,345 and for 2010 it was 202,335, this stands for a 1% increase. Also, when analyzing total fatalities, we can observe a reduction of 12% during the 2013-2014 periods.

<b>TRAFFIC CRASH TRENDS</b>					
<b>Indicator</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
Registered Vehicle	3,026,815	3,020,455	3,084,543	4,500,941	2,842,420
Licensed Drivers <sup>(1)</sup>	2,628,207	3,102,941	3,619,499	2,991,904	2,100,076
Roadway Miles <sup>(2)</sup>	16,680	16,693	16,694	17,387	19,510
VMT <sup>(3)</sup>	190.1	185.7	183.9	181.8	180.9
Total Crashes <sup>(4)</sup>	210,721	202,335	190,170	232,012 <sup>(4*)</sup>	236,107 <sup>(4*)</sup>
Total Injuries <sup>(5)</sup>	38,748	37,396	35,592	35,219	31,957
Fatal Crashes	343	330	343	354	314
Total Fatalities	365	340	361	366	344
Fatality Index	1.92	1.83	1.96	2.01	1.90

<sup>(1)</sup>Data provide by Driver Services Directory. <sup>(2)</sup>Data provided by the Highway System Office. <sup>(3)</sup>Data provided by the Highway System Office. <sup>(4)</sup>Data provided by the Accident Information System of the Analysis of Accidents Office (AISAAD). <sup>(4\*)</sup>Data provided by PRPD. <sup>(5)</sup>Data provided by Automobile Accident Compensation Administration (ACAA).

**Figure 4: Traffic Crash Trends Years 2009-2013**

When we analyzed fatal crashes tendencies for the 2009-2013 period, we notice an 8% reduction, from 343 in 2009 to 314 in 2013.

Examining fatalities during this five-year period, it is noted that 2012 was the year with most fatalities, with 366 in total. However, during 2013 there was a 6% reduction when compared to 2012.

As for the present, several challenges defy our objectives: a severe economic crisis, demographic changes and restructuring of agencies. Although it will take some time to get adjusted, our tenacity will prevail in order to hand down better and safer roads for future generations. That is our commitment!

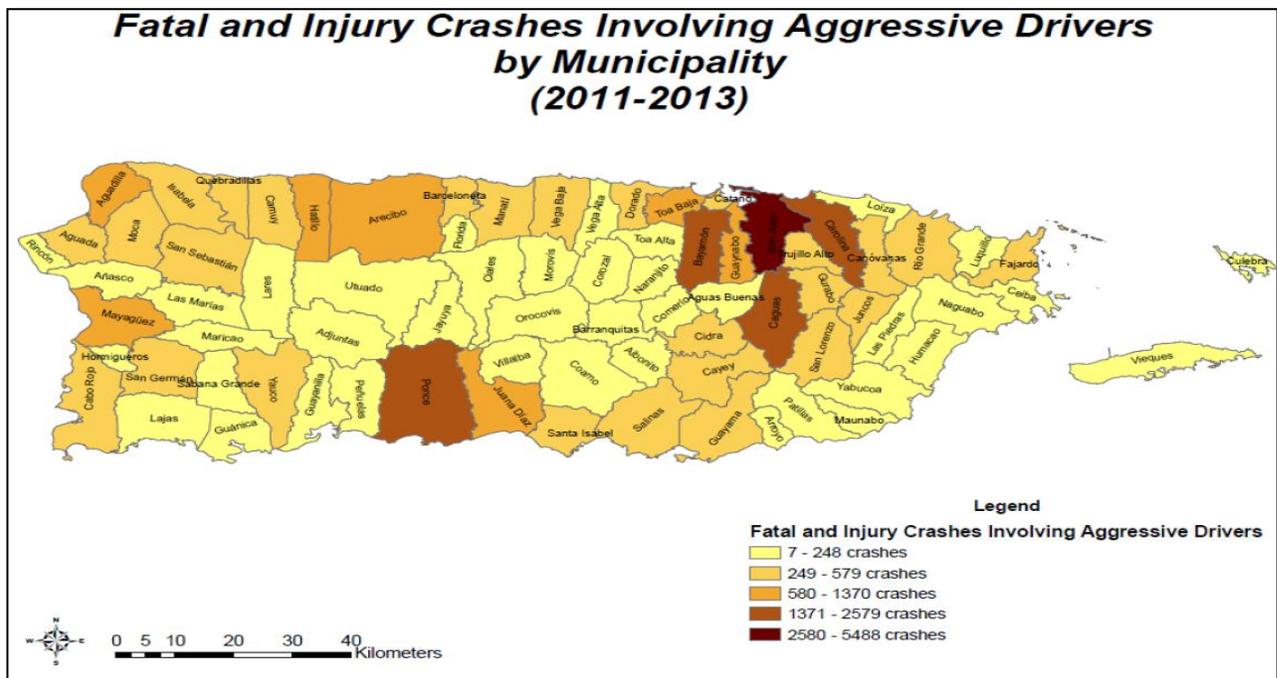
Fatality and Injury Crashes data from Puerto Rico were frequently included in these analyses. The key results of these are presented and discussed in the Problem Identification Handbook 2016, under each program area. This data was also the basis for the selection of strategies that will enable to make progress toward its performance targets.

## EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PLAN

Conducting evidence-based enforcement requires three main components. It begins with an analysis of relevant data to form problem identification. The second phase is deployment of proven countermeasures targeted at the problems identified during the analysis, and lastly, evidence-based enforcement relies on continuous follow-up and necessary adjustments to the plan. Puerto Rico’s Traffic Safety Evidence Based Enforcement Plan is focused on these components to achieve traffic safety improvements throughout the Commonwealth. PRTSC awards a significant amount of its grants to law enforcement agencies at the state and municipal level. In the past few years, processes have been put into place to strengthen the relationship between the PRTSC and police agencies resulting in improvements in enforcement efforts.

### *Analysis of crashes, crash fatalities, and injuries in areas of highest risk*

PRTSC uses several sources of data to identify and analyze traffic safety problems. The primary source of data used to identify traffic safety problems is obtained from the Fatality Analysis Reporting System (FARS) Database. In addition, the PRTSC uses the CARE Database System to analyze injury crash data (see map below). The CARE database is



undergoing additional enhancements which will allow PRTSC to better identify location of crashes in a timelier manner. Fatal and injury crash data is used to identify high crash locations, road corridors, “hot spots” and municipalities. The crash corridors are identified with assistance from the PRTSC Engineer Program Coordinator who handles hazard elimination projects. These crash corridors are being comprehensively analyzed to identify hazard elimination infrastructure improvement projects. These crash corridors also provide state and municipal police departments with valuable information to have a better understanding of what is affecting roads within jurisdictions and to develop strong high visibility enforcement plans. The following table is an example of crashes of the top 15 municipalities:

High crash locations by municipality and roadways. (2011-2013)

Rank	Municipality	Route	Beg Km	End Km	Length (Km)	# of Fatal Crashes	# of Injury Crashes
1	Hatillo	PR-2	83	89	6.0	8	490
2	San Juan-Toa Baja	PR-22	0.1	18.1	18.0	8	1261
3	San Juan (Río Piedras)	PR-52	0.1	9.1	9.0	4	544
4	Río Grande	PR-3	22.3	31.3	9.0	14	397
5	San Juan-Carolina	PR-26	3.1	15.1	12.0	9	549
6	Aguadilla	PR-111	0.1	3.1	3.0	4	98
7	San Juan-Canóvanas	PR-3	4.3	19.3	15.0	6	749
7	Caguas	PR-52	12.1	21.1	9.0	3	466
8	Caguas	PR-52	27.1	30.1	3.0	4	83
8	Aguadilla	PR-2	122.2	128.2	6.0	4	254
9	Mayaguez	PR-2	155.8	158.8	3.0	2	123
10	Moca	PR-111	6.1	9.1	3.0	0	144
11	Caguas	PR-1	28.8	34.9	6.1	4	245
11	Caguas-Gurabo	PR-30	0.1	9.1	9.0	3	411
12	Vega Baja	PR-2	35	38	3.0	4	51
13	San Lorenzo	PR-181	0.2	3.2	3.0	4	48
14	Caguas	PR-172	0.1	6.1	6.0	5	181
15	San Juan (Río Piedras)	PR-18	0.3	3.3	3.0	0	119

\*PRSHSP 2014

In recent years, PRTSC has required that all sub-grantees include fatal data along with injury and crash data in project proposals. In fiscal year 2015, a workshop on the CARE injury database was provided to the sub-grantees to help them more effectively query data in the system. Sub-grantee directors were informed that data from FARS and CARE had to be included in all proposals to gain a stronger understanding of the traffic problem within individual jurisdictions. Strong problem identification of the traffic safety problem coupled with strong data analysis is fundamental for the PRTSC to operate and make effective use of grant funding through proven strategies and countermeasures. Sub-grantees are required to conduct analysis of the data to determine the most appropriate strategies and countermeasures. Furthermore, the PRTSC has the capability to address current traffic safety problems as well as the capacity to identify new trends affecting traffic safety. For example, in the past five years cell phone use has skyrocketed among drivers as well as pedestrians. According to the research the use of cell phones creates a major distraction that impacts road users of all ages.

Finally, PRTSC is currently using traffic safety data to identify issues to expand partnerships with other organizations and agencies. For example, PRTSC is working to identify organizations that work with older populations (60+) to establish traffic safety projects since the number of pedestrian fatalities is large among this age group.

*Deployment of Resources based on data analysis*

**Puerto Rico Police Department Project**

PRTSC has a yearlong impaired driving project with the Puerto Rico Police Department’s (PRPD) Bureau of Traffic. The Bureau is composed of 13 police regions and 23 traffic units responsible for enforcing Law 22 of Vehicles and Traffic Code. The Department is provided with a grant to provide overtime enforcement during the National Labor Day impaired driving crackdown as well mobilizations conducted locally by PRTSC. PRPD is required to submit a project proposal to PRTSC with strong problem identification of the impaired driving problem along with a breakdown of PRPD goals and objectives using effective strategies. PRPD is also required to submit a detailed breakdown of how each mobilization period will be managed. PRTSC reviews the proposal and submits it to the NHTSA Regional Office for final approval as a result of the high risk designation. Once

approved, PRTSC schedules a meeting with the LELs, impaired driving program coordinator, PRTSC planner and PRPD staff to discuss performance, technical assistance and federal requirements. Following each mobilization period performance is evaluated by PRTSC and low productivity is addressed with PRPD’s traffic Bureau Director. Issues that are identified must be addressed by the grantee and corrective measures must be put in place for future mobilizations. The sample reporting form below containing a detailed analysis is completed by PRTSC staff following the mobilization. A follow up letter noting any changes that have to be made is sent out to the grantee by the Executive Director of the PRTSC.

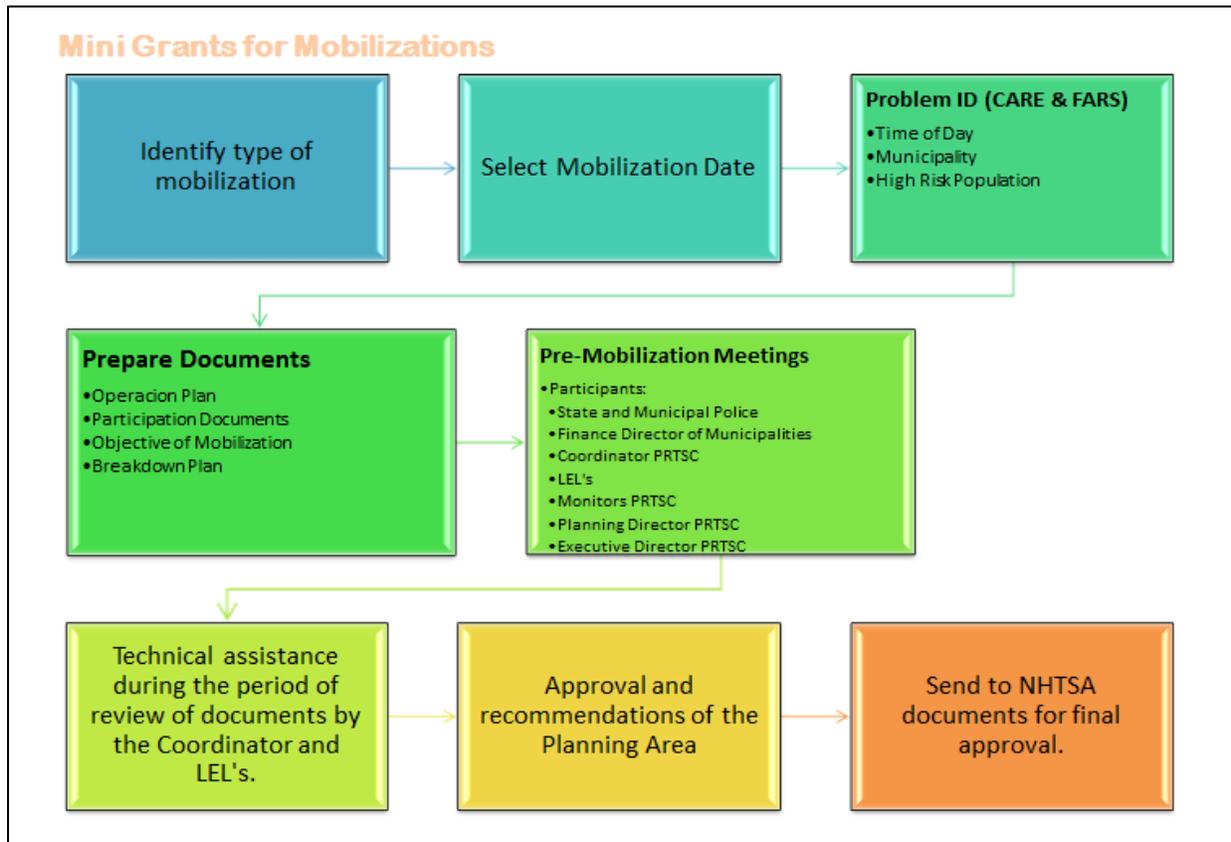
 <b>DIVISIÓN DE PLANIFICACIÓN- PROGRAMA DE ALCOHOL</b> 	
Evaluación de Labor Realizada Movilización Alcohol NAVIDAD 2014 por Unidad Policiaca de Tránsito	
Agencia: <u>Policia de Puerto Rico</u> Período de la Movilización: <u>11/12/14 al 31/12/14</u>	
Persona que realiza Evaluación: <u>Betty Rivera-Coordinadora Programa Alcohol</u> Fecha: <u>26/03, 13/04, 16/04, 19/04/2015, 22 y 23/04/15.</u>	
<b>Documento Evaluado</b>	Informe de Movilización y Aplicación de Ley por Unidad de Tránsito. Para el período del 11 de diciembre de 2014 al 31 de diciembre de 2014.
<b>Criterios Utilizados</b>	Parámetros de <u>tiempo promedio</u> que toma realizar las diferentes pruebas para detectar alcohol en los conductores que se intervienen por sospecha de embriaguez: <ul style="list-style-type: none"> <li>a. Prueba Preliminar (alco-sensor) = 30 minutos</li> <li>b. Intoxylizer (transportar, realizar prueba y completar citación) = 1 hora</li> <li>c. Pruebas de Sangre (transportar, gestionar orden juez, hacer turno en hospital, realizar la prueba y completar citación) = 4 horas.</li> </ul> Se establecen estos parámetros para identificar cuántas horas, del total de horas extras de movilización, los agentes dedican a procesar a los conductores intervenidos por sospecha de manejar ebrios y, las horas disponibles para continuar el patrullaje proactivo en las carreteras y vías de rodaje en búsqueda de conductores ebrios para aplicar la Ley 22.  Sin embargo, en jornadas de horas extras menores de 40 horas el análisis se realizó en la cantidad de horas trabajadas como se demuestra en el siguiente informe.
<b>Unidad de Impacto de Carreteras Cantidad de Horas Extras, labores de procesamiento y equivalencias</b>	Reporto 905.2 horas extras durante el periodo. <ul style="list-style-type: none"> <li>a. Intervenciones por Alcohol = 178 x 30 minutos por prueba Alco-Sensor equivalente = <u>89 hrs.</u></li> <li>b. Arrestos x ebriedad = 90 x 1 hora (transportando, prueba Intoxylizer y citación) equivalente = <u>45 hrs.</u></li> <li>c. Pruebas de Sangre (transportar, gestionar orden del juez, realizar prueba y completar citación)= 1x 4 hrs. =<u>4 hrs.</u></li> </ul> Total de Horas Extras invertidas en las pruebas y procesamiento por ebriedad de los conductores intervenidos = <u>138 horas</u>  Cantidad de Horas Extras Disponibles para intervenir con Conductores = <u>767.2</u> <ul style="list-style-type: none"> <li>• 178 intervenciones por alcohol = Una intervención cada <u>4 horas</u></li> <li>• 91 arrestos de conductores ebrios = un arresto cada <u>8 horas</u></li> <li>• 806 otros boletos/intervenciones, denuncias y arrestos = uno cada <u>1 hora</u></li> </ul> *3 arrestos por delitos graves (estos pueden tardar hasta 12 horas en radicarse y procesar al ciudadano).
<b>Patrullas Carreteras de Ponce</b>	Reporto 178.5 horas extras durante el periodo. <ul style="list-style-type: none"> <li>a. Intervenciones por Alcohol = 47 x 30 minutos por prueba Alco-Sensor equivalente = <u>23.5 hrs.</u></li> <li>b. Arrestos x ebriedad = 38 x 1 hora (transportando, prueba Intoxylizer y citación) equivalente = <u>38 hrs.</u></li> </ul>

<p>Cantidad de Horas Extras, labores de procesamiento y equivalencias</p>	<p>c. Pruebas de Sangre (transportar, gestionar orden del juez, realizar prueba y completar citación)= 1 x 4 hrs. = <u>4hrs.</u>                  Total de Horas Extras invertidas en las pruebas y procesamiento por ebriedad de los conductores intervenidos = <u>65.5 horas</u>                  Cantidad de Horas Extras Disponibles para intervenir con Conductores = <u>113</u></p> <ul style="list-style-type: none"> <li>• 47 intervenciones por alcohol = Una intervención cada <u>2 horas</u></li> <li>• 39 arrestos de conductores ebrios = un arresto cada <u>2.9 horas</u></li> <li>• 116 otros boletos/intervenciones, denuncias y arrestos = uno cada <u>58 minutos</u></li> </ul>
<p>Patrullas Carreteras de Vega Baja  Cantidad de Horas Extras, labores de procesamiento y equivalencias</p>	<p>Reporto 610.5 horas extras durante el periodo.                  a. Intervenciones por Alcohol = 268 x 30 minutos por prueba Alco-Sensor equivalente = <u>134 hrs.</u>                  b. Arrestos x ebriedad = 119 x 1 hora (transportando, prueba Intoxylizer y citación) equivalente = <u>119 hrs.</u>                  c. Pruebas de Sangre (transportar, gestionar orden del juez, realizar prueba y completar citación)= <u>0.</u>                  Total de Horas Extras invertidas en las pruebas y procesamiento por ebriedad de los conductores intervenidos = <u>253 horas</u>                  Cantidad de Horas Extras Disponibles para intervenir con Conductores = <u>357.5</u></p> <ul style="list-style-type: none"> <li>• 268 intervenciones por alcohol = Una intervención cada <u>1.3 horas</u></li> <li>• 119 arrestos de conductores ebrios = un arresto cada <u>3 horas</u></li> <li>• 777 otros boletos/intervenciones, denuncias y arrestos = uno cada <u>46 minutos</u></li> </ul> <p>*3 arrestos por delitos graves (estos pueden tardar hasta 12 horas en radicarse y procesar al ciudadano).</p>
<p>Patrullas Carreteras de Aibonito  Cantidad de Horas Extras, labores de procesamiento y equivalencias</p>	<p>Reporto 46 horas extras durante el periodo.                  a. Intervenciones por Alcohol = 9 x 30 minutos por prueba Alco-Sensor equivalente = <u>4.5 hrs.</u>                  b. Arrestos x ebriedad = 9 x 1 hora (transportando, prueba Intoxylizer y citación) equivalente = <u>9 hrs.</u>                  c. Pruebas de Sangre (transportar, gestionar orden del juez, realizar prueba y completar citación)= <u>0.</u>                  Total de Horas Extras invertidas en las pruebas y procesamiento por ebriedad de los conductores intervenidos = <u>13.5 horas</u>                  Cantidad de Horas Extras Disponibles para intervenir con Conductores = <u>32.5</u></p> <ul style="list-style-type: none"> <li>• 9 intervenciones por alcohol = Una intervención cada <u>3.6 horas</u></li> <li>• 9 arrestos de conductores ebrios = un arresto cada <u>3.6 horas</u></li> <li>• 67 otros boletos/intervenciones, denuncias y otros arrestos = uno cada <u>49 minutos</u></li> </ul>
<p>Patrullas Carreteras de Bayaney  Cantidad de Horas Extras, labores de procesamiento y equivalencias</p>	<p>Reporto 176 horas extras durante el periodo.                  a. Intervenciones por Alcohol = 15 x 30 minutos por prueba Alco-Sensor equivalente = <u>7.5 hrs.</u>                  b. Arrestos x ebriedad = 12 x 1 hora (transportando, prueba Intoxylizer y citación) equivalente = <u>12 hrs.</u>                  c. Pruebas de Sangre (transportar, gestionar orden del juez, realizar prueba y completar citación)= <u>0.</u>                  Total de Horas Extras invertidas en las pruebas y procesamiento por ebriedad de los conductores intervenidos = <u>19.5 horas</u>                  Cantidad de Horas Extras Disponibles para intervenir con Conductores = <u>156.5</u></p> <ul style="list-style-type: none"> <li>• 15 intervenciones por alcohol = Una intervención cada <u>10 horas</u></li> <li>• 12 arrestos de conductores ebrios = un arresto cada <u>13 horas</u></li> <li>• 166 otros boletos/intervenciones, denuncias y otros arrestos = un cada <u>57 minutos</u></li> </ul>

**Mini-Grants**

In addition to the yearlong projects that PRTSC has as described above, Puerto Rico also manages targeted high visibility enforcement focused on impaired driving, distracted driving, speeding and occupant protection through the use of “mini-grants”. Mini-grants were put into place by the PRTSC to strengthen oversight of enforcement activities by police departments in the Commonwealth. Prior to a mobilization, PRTSC meets with participating departments to outline requirements of the mobilizations to ensure that grants funds are being used adequately to address traffic safety problems. During this time, PRTSC explains the process for documenting efforts, developing operational plans and complying with reporting requirements. Enforcement activities must take place during specific periods of the day, month and year when a higher number of traffic crashes and fatalities occur, such as nighttime seat belt enforcement and impaired driving.

Departments are required to adhere to strict guidelines established by PRTSC in order to be reimbursed with grant funding. Failure to produce results leads to post



mobilization meetings with the grantee and PRTSC staff, including program coordinators and law enforcement liaisons. (See mini-grants approval process below.)

Below is an example of the impaired driving mobilization periods that PRTSC will fund in FY2016.

		<b>IMPAIRED DRIVING MOBILIZATIONS FY 2016</b>	
<b>Enforcement</b>		<b>DATE</b>	<b>DESCRIPTION</b>
<b>Municipal</b>	<b>PRPD</b>		
\$60,000.00	\$100,000.00	<b>Thanksgiving Crackdown</b> 11/20/2015 to 11/30/2015	Mobilization starts a week prior to Thanksgiving and marks the beginning of Christmas Holiday season.
\$150,000.00	\$125,000.00	<b>Christmas Crackdown</b> 12/18/2015 to 1/3/2016	Covers the Christmas Season, which extends up to Three Kings Day. During this time there is a sharp increase in alcohol consumption.
\$60,000.00	\$100,000.00	<b>Easter Crackdown</b> 03/18/2016 to 03/28/2016	Easter- Spring break for colleges and many schools during this time with an increase in alcohol consumption.
\$120,000.00	\$125,000.00	<b>Summer Crackdown</b> 07/18/2016 to 07/31/2016	July has 4 national holidays and is couple with vacations. During this time resident visit the beaches and vacation centers. Alcohol consumption to increases significantly.
\$40,000.00	\$50,000.00	<b>Labor Day National Crackdown</b> 09/1st/2016 to 09/5/2016	Puerto Rico participates in the Labor Day Mobilization when alcohol consumption increases.

See summary of participating agencies (State and Municipal Police) in 2015 CIOT Mobilization below.

MINI GRANTS MUNICIPALES Y POLICIA DE PUERTO RICO MOVILIZACION CINTURON MAYO 2015

MUNICIPIO	CANTIDAD SOLICITADA	CIOT 2015						CIOT 2014 (MAY)			SEAT BELT MOB. (OCT 2014)		
		Cantidad de Horas Aproximadas	Proyección Razonable de Boletos	Cantidad de agentes participantes	Population Censo 2010	Unrestrained Injuries/crashes 2011-2013	Unrestrained Fatalities 2011-2013	Cantidad de boletos emitidos CIOT 2014	Cantidad Agentes Participantes	Cantidad de Horas Trabajadas	Cantidad boletos emitidos octubre 2014	Cantidad Agentes Participantes	Cantidad de Horas Trabajadas
Pol. PR	\$ 100,000.00	4,000	4,000	180	3,725,789	73,323	358	3,208	193	2,189.70	3,272	201	2,732
TE Aguadilla	\$ 11,973.65	620	620	5	60,949	242	7	400	17	269.66	337	12	244
TE Arecibo	\$ 11,277.24	676	676	4	96,440	250	14	1,057	10	362	333	9	244
TE Barceloneta	\$ 14,588.20	1,196	1,196	8	24,816	83	5	1,048	26	1,059.65	263	11	292
TE Bayamón	\$ 18,601.00	1,280	1,500	8	208,116	553	11	513	15	703	152	7	279
TE Camuy	\$ 4,990.12	320	320	6	35,159	109	1	N/A	N/A	N/A	N/A	N/A	N/A
TE Carolina	\$ 18,946.23	896	900	8	176,762	452	4	1485	17	812	870	13	355.5
TE Ceiba	\$ 2,994.66	200	200	8	13,613	24	3	N/A	N/A	N/A	N/A	N/A	N/A
TE Comerío	\$ 6,888.00	468	468	9	20,778	68	1	N/A	N/A	N/A	N/A	N/A	N/A
TE Guayama	\$ 1,643.19	80	80	11	45,362	101	11	171	6	160	173	6	116
TE Guaynabo	\$ 36,001.45	1,476	1,092	11	97,924	274	5	1,567	22	772	1,013	20	508
TE Hatillo	\$ 8,427.90	412	412	10	41,953	137	5	585	7	362	308	7	186
TE Mayagüez	\$ 16,265.17	1,040	1,040	17	89,080	264	8	N/A	N/A	N/A	N/A	N/A	N/A
TE Moca	\$ 4,284.87	272	272	13	40,109	113	4	N/A	N/A	N/A	137	15	316
TE Naranjito	\$ 6,153.84	448	448	15	30,402	145	3	216	8	210	156	8	120
TE Ponce	\$ 6,576.94	560	600	18	166,327	397	11	N/A	N/A	N/A	77	8	96
TE San Germán	\$ 7,893.74	480	480	20	35,527	84	3	N/A	N/A	N/A	355	12	324
TE San Juan	\$ 21,306.42	936	940	23	395,326	1637	22	3,244	25	1,192	1,284	24	563
TE Santa Isabel	\$ 2,204.41	224	224	20	23,274	53	4	N/A	N/A	N/A	N/A	N/A	N/A
TE Toa Alta	\$ 7,688.93	506	506	26	74,066	114	1	N/A	N/A	N/A	188	6	136
TE Yauco	\$ 5,181.48	336	312	180	42,043	87	4	N/A	N/A	N/A	186	15	420
	\$ 313,887.44	16,426	16,286	600	1,718,026	N/A		14,963	445	8,092	9,104	374	6,931

**Progress reports and mobilizations reports**

Participating agencies that receive grant funding are required to report on the progress of their project either quarterly or after each mobilization. Reports must include information on the activities conducted, including the number of arrests, number of tickets issued, number of police officers that participated, along with the total number of hours worked. Agencies are also required to submit documentation to support the claims, such as time cards and payroll information. (See mobilizations reports below.)



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

CST-PLAN-02  
REV. 12/04/14  
Anejo 4

**Movilización y Aplicación de Ley Sostenida**

Este informe deberá entregarse en original en o antes de los quince (15) días después de finalizada la movilización

Agencia o Municipio: Toa Alta Período: 18 AL 31 DE MAYO DE 2015 Movilización Uso Cinturón de Seguridad

Total de agentes participantes: 11 Total de horas trabajadas (Jornada Legal) durante movilización: 880

Total de horas extras trabajadas durante la movilización: 506  
(Reportará la cantidad de horas extras trabajadas como parte de la movilización velocidad. El cálculo de la equivalencia de estas horas a tiempo y medio lo realizará en la certificación de horas extras que acompaña la solicitud de fondos y NO en este renglón).

**I. Describa brevemente las actividades y operaciones realizadas para aplicar la Ley e intervenir con los conductores Uso Cinturón de Seguridad:**

Se realizo patrullaje proactivo por todas las carreteras Estatales y Municipales. Se realizaron varios puntos de cotejos.

Cantidad de boletos emitidos durante la Movilización (horas extras): 796

Cantidad de boletos emitidos por Velocidad durante la Movilización (horas extras): 776



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**II. Total de boletos e intervenciones durante la movilización:**

	Boleto Cinturon de Seguridad	Boleto Asiento Protector	Boletos Uso Celular	Exceso de Velocidad	Intervenciones con Motociclistas	Fugitivos Capturados	Conductores No Autorizados (sin licencia o licencia vencida)
JORNADA REGULAR	21	0	4	0	0	0	0
HORAS EXTRAS	776	0	0	0	0	0	1

**III. Total de Arrestos y otras Intervenciones durante la movilización:**

	Arrestos por delitos Graves	Recuperacion Vehiculos Robados	Conductores Negligentes	Arrestos por Sustancias controladas	Intervenciones por Alcohol	Arrestos por Alcohol	Otros Boletos
JORNADA REGULAR	0	0	5	0	0	0	3
HORAS EXTRAS	0	0	3	0	0	0	20

*Dr. Roberto Cinchy Ortiz Lebus* 3- junio 2015

Firma del Comisionado o su Representante

Fecha

**PRTSC Activity Reports**

The level of activity and outcomes are reviewed and a report is produced by each program coordinator. Enforcement activities that are low in relation to hours funded will result in a follow up meeting with the affected departments about effective use of grant funds and any needed adjustments to the mobilization plans for future enforcement efforts. *(See example letter requesting strategic changes for future mobilizations.)*



**LEL Visits**

LEL's are responsible for visiting all police agencies during enforcement periods to ensure that enforcement mobilization activities are being conducted as outlined in the approved grants. Technical assistance is provided during site visits and adjustments to enforcements plans are made accordingly.

**On-site project monitoring**

Before each monitoring visit, PRTSC staff will review all project files, including project reports, claims, payments and equipment inventory. During site visits issues and/or findings are discussed with the project director. Monitors and coordinators provide guidance and

technical assistance to all sub-grantees to improve administrative, financial and programmatic aspects of their projects.

**Sub-grantee training programs**

Mandatory training workshops and meetings are held prior to any mobilization planned by the PRTSC. The trainings provide departments with proper tools to develop advanced enforcement techniques, such as detection of texting and impaired drivers. PRTSC also holds refresher training to assist officers with preparation activity for during enforcement periods.



Meeting and Training with Bureau of Traffic

**Ongoing technical assistance**

Continuous follow up and adjustments to enforcement plans are ongoing and technical assistance is provided, as needed.

**PRTSC Communications Plan 2016**

Each high visibility enforcement mobilization is supplemented with a strong paid media campaign managed by the PRTSC media division staff. The media calendar was developed with assistance from NHTSA Communications Division. (See *PRTSC 2016 draft communication calendar below*)

PRTSC Communications Plan 2016

PRTSC 2016 Communications Calendar

Note : Dates are based on enforcement work plans.



January 2016						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

**Youth Impaired Driving (San Se)**  
Paid Educational Effort  
January 14 - 17

July 2016						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

**Impaired Driving Enforcement**  
"Over the limit. Under arrest."  
Paid Media  
July 14 - 31

February 2016						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29					

**Speed Enforcement**  
Paid Media  
February 5 - 11

August 2016						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

**Impaired Driving Enforcement**  
1. "Over the limit. Under arrest."  
2. Motorcyclist, "Over the limit. Under arrest."  
Paid Media  
August 30 - September 3  
**Non Occupant Pedestrians**  
Paid Educational Effort  
August 11 - 12 / 18 - 19

March 2016						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

**Impaired Driving Enforcement**  
"Over the limit. Under arrest."  
Paid Media  
March 15 - 26

September 2016						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

**Child Passenger Safety Week**  
Paid Educational Effort  
September 18 - 24

April 2016						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

**National Enforcement Mobilization**  
"You drive. You text. You pay."  
Paid Media  
April 8 - 13  
**Youth Impaired Driving (Justas)**  
Paid Educational Effort  
April 16

October 2016						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

**Seat Belt Enforcement**  
Paid Media  
October 10 - 16

May 2016						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11			
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

**Non Occupant Cyclists**  
Paid Educational Effort  
May 8  
**National Enforcement Mobilization**  
"Click it or ticket"  
Paid Media  
May 12 - 27

November 2016						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

**Speed Enforcement**  
Paid Media  
November 3 - 12  
**Impaired Driving Enforcement**  
"Over the limit. Under arrest."  
Paid Media  
November 17 - 27

June 2016						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

**Non Occupant Pedestrians**  
Paid Educational Effort  
June 9-10 / 16-17

December 2016						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

**Impaired Driving Enforcement**  
"Over the limit. Under arrest."  
Paid Media  
December 12 - 31

CORE PERFORMANCE MEASURES

FY 2016 PUERTO RICO CORE PERFORMANCE MEASURES								
CORE OUTCOME MEASURES			2009	2010	2011	2012	2013	2016 Goal
C-1	<b>Traffic Fatalities (FARS)</b>	Annual	365	340	361	366	344	333
		5-Year Moving Average	438	414	385	367	355	
Reduce total fatalities by 6 percent from 355 (2009-2013 average) to 333 by 2016.								
C-2	<b>Serious Injuries in Traffic Crashes (State Crash File)</b>	Annual	6,392	5,182	6,449	5,551	3,705	5,710
		5-Year Moving Average	Not Available	Not Available	6,773	6,183	5,749	
Reduce serious traffic injuries by 1 percent from 5,749 (2009-2013 average) to 5,710 by 2016.								
C-3	<b>Fatalities/VMT (FARS/FHWA)</b>	Annual	1.92	1.83	1.94	1.97	1.85	1.88
		5-Year Moving Average	2.26	2.16	2.03	1.95	1.90	
Reduce fatalities/VMT by 1 percent from 1.90 (2009-2013 average) to 1.88 by 2016.								
C-4	<b>Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)</b>	Annual	104	107	116	110	117	111
		5-Year Moving Average	113	109	107	106	111	
Five year moving average (2009-2013) establishes 121 unrestrained passenger vehicle occupant fatalities, all seat positions for 2016; however PRTSC intends to maintain 111 fatalities as the 2016 goal.								
C-5	<b>Alcohol-Impaired Driving Fatalities (FARS)</b>	Annual	109	98	103	101	127	97
		5-Year Moving Average	135	123	115	107	108	
Reduce alcohol impaired driving fatalities 10 percent from 108 (2009-2013 average) to 97 by 2016.								
C-6	<b>Speeding-Related Fatalities (FARS)</b>	Annual	156	135	138	144	149	135
		5-Year Moving Average	197	180	164	147	144	
Reduce speeding-related fatalities by 6 percent from 144 (2009-2013 average) to 135 by 2016.								
C-7	<b>Motorcyclist Fatalities (FARS)</b>	Annual	54	47	53	54	42	44
		5-Year Moving Average	87	78	66	58	50	
Reduce motorcyclist fatalities by 12 percent from 50 (2009-2013 average) to 44 by 2016.								
C-8	<b>Unhelmeted Motorcyclist Fatalities (FARS)</b>	Annual	37	39	36	37	25	31
		5-Year Moving Average	54	51	46	40	35	
Reduce unhelmeted motorcyclist fatalities 11 percent from 35 (2009-2013 average) to 31 by 2016.								
C-9	<b>Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)</b>	Annual	50	49	47	44	51	48
		5-Year Moving Average	72	67	59	49	48	
Five year moving average (2009-2013) establishes 50 drivers age 20 younger involved in fatal crash for 2016; however PRTSC intends to maintain 48 fatal crashes as the 2016.								
C-10	<b>Pedestrian Fatalities (FARS)</b>	Annual	109	101	111	112	87	98
		5-Year Moving Average	131	124	119	112	104	
Reduce pedestrian fatalities by 6 percent from 104 (2009-2013 average) to 98 by 2016.								
C-11	<b>Bicyclist Fatalities (FARS)</b>	Annual	17	15	7	16	11	12
		5-Year Moving Average	13	14	11	13	13	
Reduce bicyclist fatalities 8 percent from 13 (2009-2013 average) to 12 by 2016.								
CORE BEHAVIOR MEASURE			2010	2011	2012	2013	2014	2016 Goal
B-1	<b>Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)</b>	Annual	No Survey	91.9%	90.2%	89.7%	89.5%	90.0%
Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 0.5 percentage points from 89.5 percent in 2014 to 90 percent in 2016.								
ACTIVITY MEASURES			2010	2011	2012	2013	2014	NO Goals
Seat Belt Citations			199,699	181,777	223,853	207,459	168,434	
DWI Arrests			10,804	14,421	12,001	11,606	7,712	
Speeding Citations			173,015	164,387	147,639	148,599	119,631	

Figure 5: FY16 Core Performance Measures

## ALCOHOL-IMPAIRED DRIVING

### *Program Overview*

Drivers and motorcyclists impaired by alcohol continue to be a challenge in Puerto Rico. Reducing alcohol impaired driving fatalities and injuries occurring in traffic crashes remain a top safety area in the island. Through the years, PRTSC has been leading law changes in order to lower the percentage of BAC in drivers: first .15%, then .10% and currently .08% for people 21 years and older, .02% for people 18-20 years old and zero tolerance for teenagers 17 and younger. Currently, a discussion has been generated at SHSP meetings regarding prohibiting youth 18-20 years old any BAC while driving.

According to the NHTSA Fatality Analysis Reporting System, FARS, in 2013, 127 alcohol impaired driving fatalities occurred. This indicates a 24% increase from 2011 to 2013. Impaired driving fatalities represent 37% of total traffic fatalities for 2013. Data analysis used for HSP was obtained from FARS; data from PRDOT crash file has insufficient details and lacks substantial information regarding police facts about driver’s condition and/or BAC at the time of the injury crash. This situation is directly related with legal requirements in Puerto Rico that establishes that BAC test are mandatory only on high severity injury and fatal crashes. Therefore, BAC tests in crashes are performed when police agents have a probable cause. However, assuming that impaired driving injury crashes have the same pattern as impaired driving fatality crashes which historically have had an average of 30% of total fatality crashes, impaired driving injury crashes should be close to 6,500 annually.

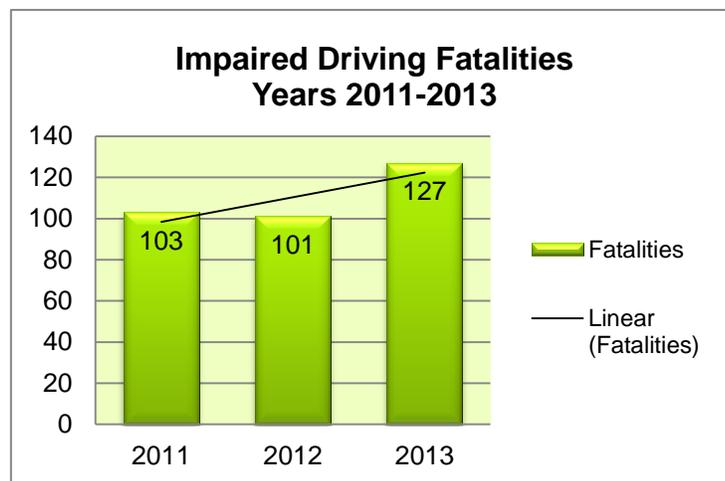


Figure 6: Impaired Driving Fatalities Years 2011-2013

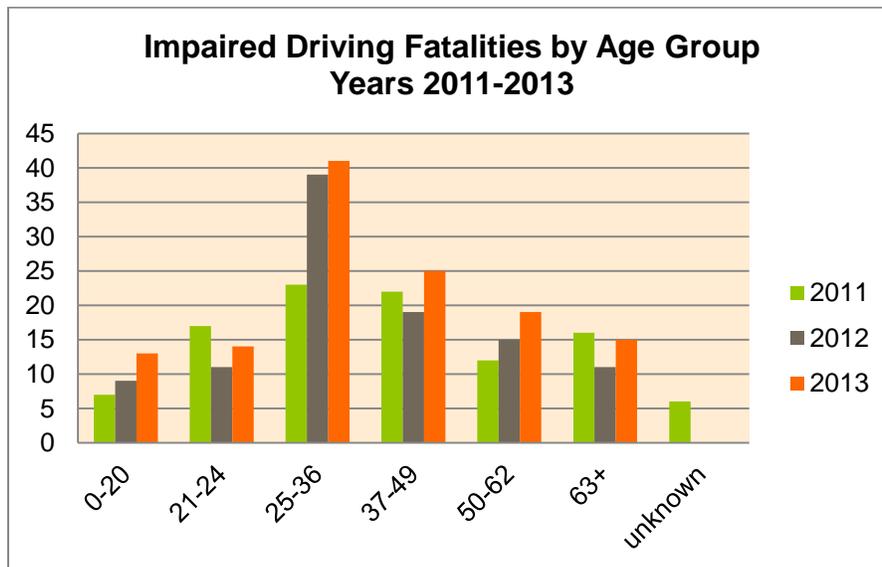


Figure 7: Impaired Driving Fatalities by Age Group Years 2011-2013

Impaired driving fatalities characteristics for the three year average, 2011-2013, showed:

- 93% alcohol impaired driving fatalities were male
- 51% of impaired driving fatalities were in the 25-49 years group, followed by age group 15-24 with 21%
- Weekends reported most alcohol impaired driving fatalities with Sundays in first place with 30% of total impaired driving fatalities.
- 66% of impaired driving fatalities occurred from 6:00PM-6:00AM
- Similar numbers are observed in every month, but March, July and September showed the highest numbers of impaired driving fatalities. Summer months represent 28% of impaired driving fatalities for the three years period average.
- Most impaired driving fatalities have occurred on primary roads.
- 72% of all alcohol impaired drivers killed were unrestrained.
- 62% of alcohol impaired motorcycle riders killed was un-helmeted.
- 66% alcohol impaired driving fatalities also presented a speeding factor.

**Strategies**

To combat alcohol impaired driving fatalities, PRTSC devotes significant resources to overtime enforcement and equipment for traffic enforcement officers from state and municipal police. PRTSC impaired driving program uses enforcement efforts, education and public awareness to reduce fatalities and crashes resulting from alcohol impaired driving. PRTSC will fund these strategies to reduce alcohol impaired driving fatalities by increasing DWI arrests during high alcohol consumption periods (overtime enforcement). Also, through trainings that will enhance professional skills to identify, intervene, and prosecute drunk drivers, funding for equipment, and improving prevention and education efforts for drivers and public, among other activities.

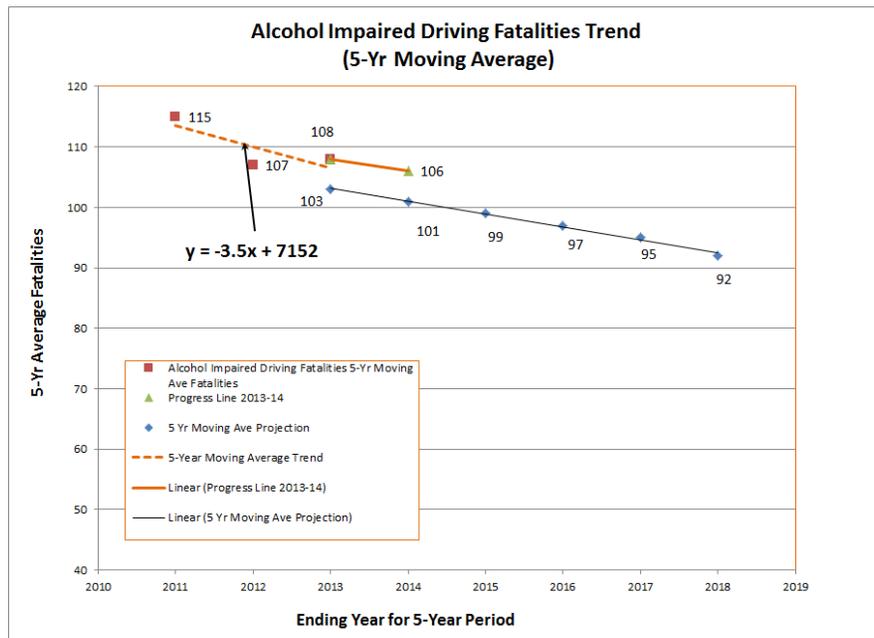


Figure 8: Alcohol Impaired Driving Fatalities Trend (5-Yr Moving Average)

**Performance Targets**

- Reduce alcohol impaired driving fatalities 10 percent from 108 (2009-2013 average) to 97 by 2016.
- To conduct five (5) alcohol impaired driving mobilizations during 2016.
- To coordinate at least two (2) alcohol trainings for PRPD and Municipal Police in 2016.

- To conduct at least one (1) training for judges and one (1) for prosecutors during 2016.
- To maintain public information and educational efforts during high alcohol consumption periods.

*Performance Measures*

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

*Projects Strategies*

**Project Title:** Impaired Driving Overtime Enforcement

**Project Number:** 16-01-01

**Description:** Overtime to participate in Alcohol National Crackdowns and mobilizations will be funded for PRPD’s 13 traffic police regions and many Municipal Police. Budget for PRPD overtime hours will be \$430,000.00. Municipalities will be selected using past performance criteria, alcohol equipment acquisition such as alco-sensors, mouth pieces, police security gear and availability to work overtime hours. Year 2016 is going to be a challenging one regarding availability of traffic state and municipal police, since 2016 is electoral year. All candidates conduct rallies, caravans of motor vehicles, hundreds of vehicles at every single event, complicating general traffic to the extreme. We anticipate these events commencing on spring because primary elections will be on June 2016. After primary event, winners will intensify their campaigning events towards general elections. It is important to notice that in Puerto Rico, governor, resident commissioner, legislators and mayors are elected in the same election every four year therefore traffic becomes very complicated requesting more efforts and labor from all

traffic police agents. Surely this will affect police participation in all mobilizations. Mobilization periods have been chosen by identifying very high alcohol consumption periods. This strategy is based on NHTSA’s Uniform Guidelines, Guideline # 8, and Chapter II-Section C. Enforcement.

**Budget: \$930,000.00**

BUDGET		ALCOHOL IMPAIRED DRIVING MOBILIZATIONS FY 2016 PROJECT 16-01-01 and Municipalities ID Projects	
PRPD	Municipalities	DATE	DESCRIPTION
\$60,000.00	\$100,000.00	<b>Thanksgiving Crackdown</b> 11/20/2015 to 11/30/2015	Start a week before Thanksgiving Holiday Week to include that period of festivities that usually is a small fall break and mark the beginning of holiday season.
\$150,000.00	\$125,000.00	<b>Christmas Crackdown</b> 12/18/2015 to 1/3/2016	Covers the Christmas Season, which in Puerto Rico extends up to early January (Three Kings Day). This season is characterized by an increase in alcohol consumption, therefore impaired driving increases.
\$60,000.00	\$100,000.00	<b>Easter Crackdown</b> 03/18/2016 to 03/28/2016	Easter Festivities/Spring Break- Schools, Colleges, agencies and many businesses close during the week and a highly consumption of alcohol is observed although some religious traditions still are observed.
\$120,000.00	\$125,000.00	<b>Summer Crackdown</b> 07/18/2016 to 07/31/2016	July has 4 national holidays and is related with vacations. During hot summer days a majority of the population hit the beaches and vacation centers. Tendency is to increase alcohol consumption while on vacation.
\$40,000.00	\$50,000.00	<b>Labor Day National Crackdown</b> 09/1st/2016 to 09/5/2016	During the month of August no holiday is observed. Schools and Colleges begin and many population on vacation return to work. Hurricane season is at its peak and people tend to buy alcohol as a way to cope with this stress and to socialize with friends and neighbors during this hard time. Also, the Labor Day weekend, is considered the last summer holiday and celebration and alcohol are always present.

**Impaired Driving Overtime Enforcement**

Project Number	Agency	Amount	Source
16-01-01	PR Police Department	\$430,000.00	410FR
16-01-XX	Municipal Police	\$500,000.00	154AL Share to local
<b>Total</b>		<b>\$930,00.00</b>	

**Project Title:** Impaired Driving Enforcement Equipment Program

**Project Number:** 16-01-XX

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

**Budget:** \$364,864.00

**Impaired Driving Enforcement Equipment Program**

Project Number	Agency	Amount	Source
16-01-27	Municipality of Arecibo	\$41,134.00	164AL Share to local
16-01-51	Municipality of Luquillo	\$58,530.00	164AL Share to local
16-01-36	Municipality of Guaynabo	\$74,200.00	164AL Share to local
16-01-47	Municipality of San Juan	\$31,000.00	164AL Share to local
16-01-26	Municipality of Carolina	\$30,000.00	164AL Share to local
16-01-28	Municipality of Bayamón	\$30,000.00	164AL Share to local
16-01-43	Municipality of Ponce	\$30,000.00	164AL Share to local
16-01-41	Municipality of Cabo Rojo	\$25,000.00	164AL Share to local
16-01-45	Municipality of Hatillo	\$20,000.00	164AL Share to local
16-01-65	Municipality of Barceloneta	\$25,000.00	164AL Share to local
<b>Total</b>		<b>\$364,864.00</b>	

**Project Title:** Alcohol Impaired Driving Prosecution Enhancement

**Project Number:** 16-01-XX

**Description:** *Puerto Rico Department of Health- Alcohol Toxicology Lab*

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

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

*Puerto Rico Department of Justice-Impaired Driving Prosecution Unit*

The Puerto Rico Department of Justice is conducting various efforts to enhance the quality and skills of its prosecutors, especially DWI cases prosecutors. One of the main tasks is to establish a training plan that includes many TSRP skills. These responsibility will be instructed and entrusted to at least two state prosecutors in every judicial region (13 regions), including the District Attorney. In addition, DWI seminars and conferences will be provided to state’s prosecutors. Costs related to trainings, training materials, contractual services, and a DWI Coordinator, to ensure program coordination, development, and implementation, will be funded. In average for the past four years 15,300 DWI cases were assigned and worked by PRDOJ prosecutors. However, only 29% of these cases were heard in court, although in 94% of cases heard a conviction was obtained. Also, long awaited alcohol repeat offender collaboration will be coordinated between Department of Justice and DTPW and its Information Technology Office under Traffic Records Module. Project will contribute to enhance prosecution

services in all judicial regions within the Department of Justice integrating law enforcement agencies, toxicology lab, governor’s highway safety office, and victim advocate projects. Strategy is based on NHTSA, s Uniform Guidelines, Guideline #8, Chapter II, Section D.

**Budget:** \$436,725.00

**Impaired Driving Youth Programs**

Project Number	Agency	Amount	Source
16-01-06	PRDOJ	\$56,725.00	154AL
16-01-XX	PRDOH	\$380,000.00	154AL
<b>Total</b>		<b>\$436,725.00</b>	

**Project Title:** Impaired Driving Coordinator

**Project Number:** 16-01-13

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

**Budget:** \$83,316.00

**Impaired Driving Coordinator**

Project Number	Agency	Amount	Source
16-01-13	PRTSC	\$83,316.00	164AL

<b>Total</b>	<b>\$83,316.00</b>
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**Project Title:** Impaired Driving Media Survey

**Project Number:** 16-01-22

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

**Budget:** \$8,000.00

**Impaired Driving Media Survey**

Project Number	Agency	Amount	Source
16-01-22	PRTSC	\$8,000.00	164AL
<b>Total</b>		<b>\$8,000.00</b>	

**Project Title:** SFST Assessment

**Project Number:** 16-01-XX

**Description:** The PRTSC will hold through the National Highway Traffic Safety Administration’s Standardized Field Sobriety Testing (SFST) Program Assessment. This provides technical assistance to PRTSC, criminal justice officials, and/or other state agencies on one of the most critical components of an impaired driving enforcement program. A team of outside experts will conducts a comprehensive assessment of the SFST program using an organized, objective approach and well-defined interviewing procedure.

**Budget:** \$30,000.00

**SFST Assessment**

Project Number	Agency	Amount	Source
16-01-XX	PRTSC	\$30,000.00	164AL
<b>Total</b>		<b>\$30,000.00</b>	

## YOUTH ALCOHOL

### Program Overview

Young adults’ lifestyles are full of risky behavior resulting in harmful consequences. Immaturity and inexperience combined with a sense of immortality and peer pressure put them in very vulnerable position regarding drugs, alcohol, and unprotected sex as in other live choices such as driving while alcohol impaired. As mention many times before, in Puerto Rico, the legal alcohol drinking age is 18: allowing teenagers to drink and also making possible for them to drive. Law 22 establishes a Zero Tolerance regulation for teenagers under 18 years old and a .02% BAC for people between the ages of 18 to 20.

The following graphs present youth traffic fatalities, ages 15-24 years, for years 2011-2013.

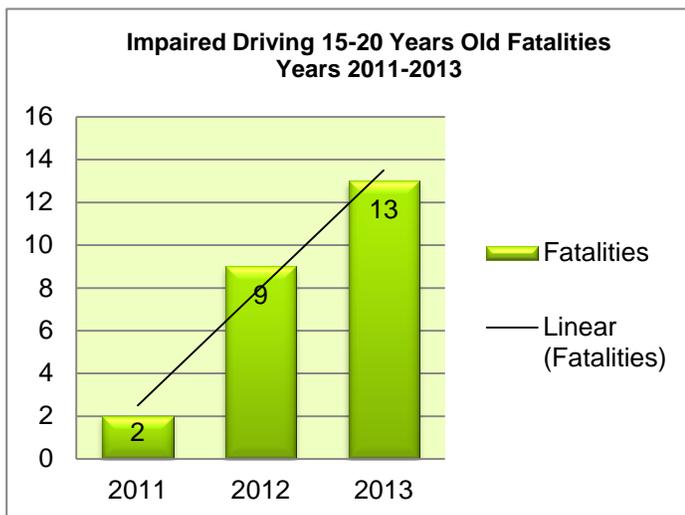


Figure 9: Impaired Driving 15-20 Years Old Fatalities Years 2011-2013

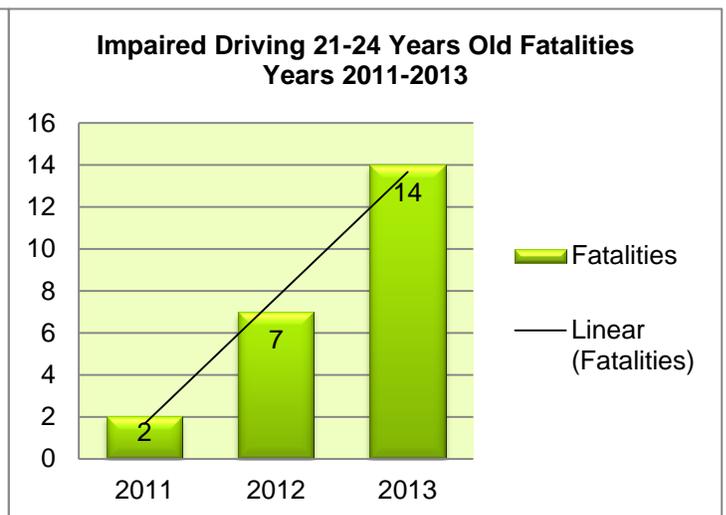


Figure 10: Impaired Driving 21-24 Years Old Fatalities Years 2011-2013

Average youth impaired driving fatality profile for the three-year period of 2011-2013, shows a very similar pattern as in all impaired driving fatalities:

- 92% of impaired driving fatalities were male

- Weekends, Saturday through Monday, are the riskiest period, comprising 73% of youth impaired driving fatalities.
- 79% of youth impaired driving fatalities occurred at nighttime from 6:00PM to 6:00AM.
- A regular pattern through all months of the year is observed with some peaks on May and February. Summer months of July, August and September add up to a 32% of total average fatalities for this period.
- Metropolitan areas and primary roads showed the most youth impaired driving fatalities.
- 60% of young impaired drivers killed were unrestrained.
- 100% of young alcohol impaired motorcycle riders killed was un-helmeted.
- 84% alcohol impaired driving fatalities also presented a speeding factor.

Many recent studies presented great concerns about alcohol consumption among teenagers (13-18). Among the results presented by these studies, such as *Consulta Juvenil VIII* and *CRUSADA 2013*, we highlight the following:

- Alcohol is by far, the drug most used by college students with a 68.2% when compare with tobacco 17.6% and marijuana 16.2%.
- Prevalence of alcohol consumption among male respondents was 45.6% and 42.7% in females. Among high school students prevalence was higher, in males was 60.4%.
- A 61.2% of respondents that accepted drinking alcohol during the previous month informed binged drinking (5 drinks or more in a short period of time). This represents 54,677 teenagers.

- Only 28.6% of high school respondents informed starting to drink alcohol recently. Indicating that for the most part this has been an older behavior.
- A 33.4% of surveyed informed buying alcohol in mini markets and gas stations and 30.6% informed buying it in pubs, bars and clubs.
- Among risks factors enumerated by respondents; 43.7% reported that accessibility to alcohol is easy, family history of alcohol consumption or alcoholism with a 24.3% and peer pressure.
- Only 52.4% of surveyed students informed that alcohol consumption among teenagers is hazardous to health.
- More young females in college, 30.2%, are becoming newly alcohol consumers when compare to young males (26.9%)

These responses validate data from other social studies: accessibility, family history and peer pressure still weighs heavily on young people behavior towards alcohol. As a direct consequence, drinking and driving is a well-established behavior among young adults making them a very susceptible age group to become injured or killed by DWI.

### **Strategies**

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

For 2016, PRTSC and Youth Impaired Driving Programs will continue using tools for public awareness activities and social media to extend alcohol related and impaired driving prevention messages among teenagers and young adults. By maintaining its presence in social media networks, such as Twitter, Facebook and Instagram platforms throughout the year, safety traffic message will be continuously spread among this

target group. Campaigns ads, press releases, strategic messages, news updates, and upcoming activities information will be posted. Educational campaign videos and media interviews will be posted on our You-tube channel.

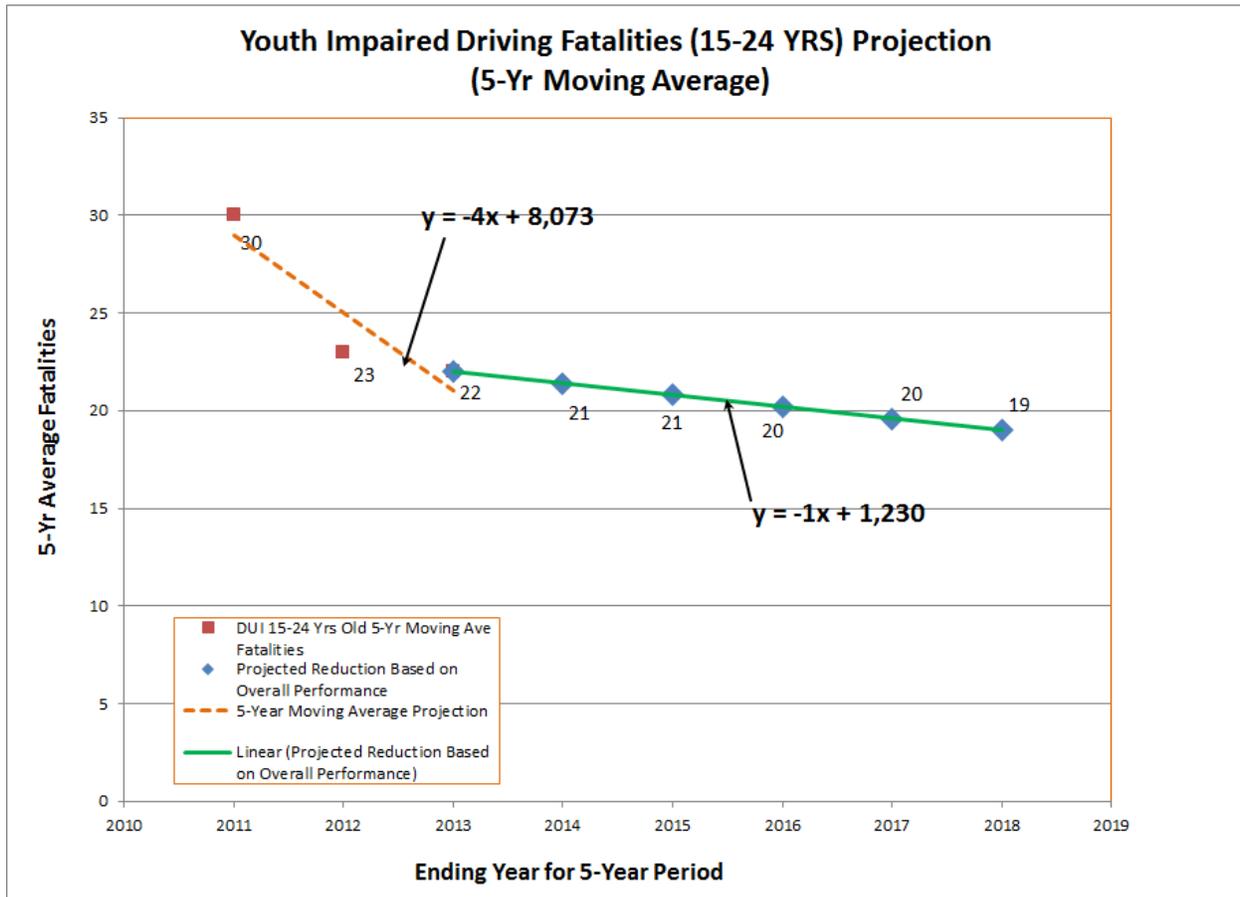


Figure 9: Youth Impaired Driving Fatalities (15-24 Yrs.) Projection

**Performance Targets**

- Reduce youth impaired driving fatalities 9% from 22 (2009-2013 average) to 20 by 2016.
- To increase the number of FIESTA Projects from 8 in 2015 to 11 in 2016.

**Performance Measures**

- Number of alcohol young impaired driving fatalities
- Number of peer presentations
- Number of youth reached

*Projects Strategies*

**Project Title:** Impaired Driving Youth Programs

**Project Number:** 16-02-XX

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

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

**Budget:** \$714,246.00

**Impaired Driving Youth Programs**

Project Number	Agency	Amount	Source
16-02-02	UPR- Río Piedras Campus	\$120,370.00	164AL
16-02-05	UPR-Mayagüez Campus	\$81,535.00	164AL
16-02-10	UPR-Cayey Campus	\$62,691.00	164AL
16-02-15	Hogar CREA, Inc.	\$66,700.00	164AL
16-02-16	Pontifical Catholic University of PR	\$53,400.00	164AL
16-02-17	UPR-Utuado Campus	\$89,700.00	164AL
16-02-21	UPR-Aguadilla Campus	\$70,333.00	164AL

16-02-25	Metropolitan University	\$45,376.00	164AL
16-02-XX	Interamerican University San Germán Campus	\$57,020.00	164AL
16-02-XX	Polytechnic University San Juan Campos	\$67,121.00	164AL
16-02-XX	Sistema TV – Ana G. Méndez University Channel	\$120,000.00	164AL
<b>Total</b>		<b>\$834,246.00</b>	

## POLICE TRAFFIC SERVICES

### *Program Overview*

The Police Traffic Services (PTS) program area provides for a data-driven traffic safety enforcement program to prevent traffic violations, crashes, fatalities and injuries. Enforcement efforts in the PTS program focus on improving traffic safety by reducing unsafe behaviors including speeding and other types of aggressive driving (failure to wear a seat belt and distracted driving) and emphasizes on speed, impaired driving and occupant protection.

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

PRPD LAW ENFORCEMENT EFFORTS							
YEAR	SPEEDING CITATIONS	DWI INTERVENTIONS	DWI ARRESTS	SEAT BELT CITATIONS	CHILD RESTRAINT CITATIONS	CELL PHONE CITATIONS	OTHER MOVING CITATIONS
2010	160,772	11,521	9,099	181,995	4,796	N/A	328,861
2011	154,029	9,745	8,179	172,962	2,258	N/A	458,246
2012	135,863	9,642	8,070	209,834	4,611	N/A	525,408
2013	132,042	10,297	8,573	186,938	4,087	39,477	610,050
2014	112,566	8,089	6,750	155,465	5,193	73,332	481,560

MUNICIPAL POLICE EFFORTS					
YEAR	SPEEDING CITATIONS	DWI ARRESTS	SEAT BELT CITATIONS	CHILD RESTRAINT CITATIONS	OTHER MOVING CITATIONS
2010	12,243	1,705	17,704	556	20,256
2011	10,358	6,242	8,815	285	27,692
2012	11,776	3,931	14,019	376	37,968
2013	16,557	3,033	20,521	525	99,720
2014	7,065	962	12,969	312	55,496

Speed and aggressive driving is a major factor in fatal crashes, regardless of road type or functional class. Puerto Rico experienced a significant increase in speed related fatalities from 2011 to 2013, and has been on a downward trend since then. According to FARS, in 2013 there were 149 speed-related fatalities, accounting for 43% of all traffic fatalities, an 8% increase from 2011. In addition, 67% of alcohol impaired driving fatalities presented the speeding factor.

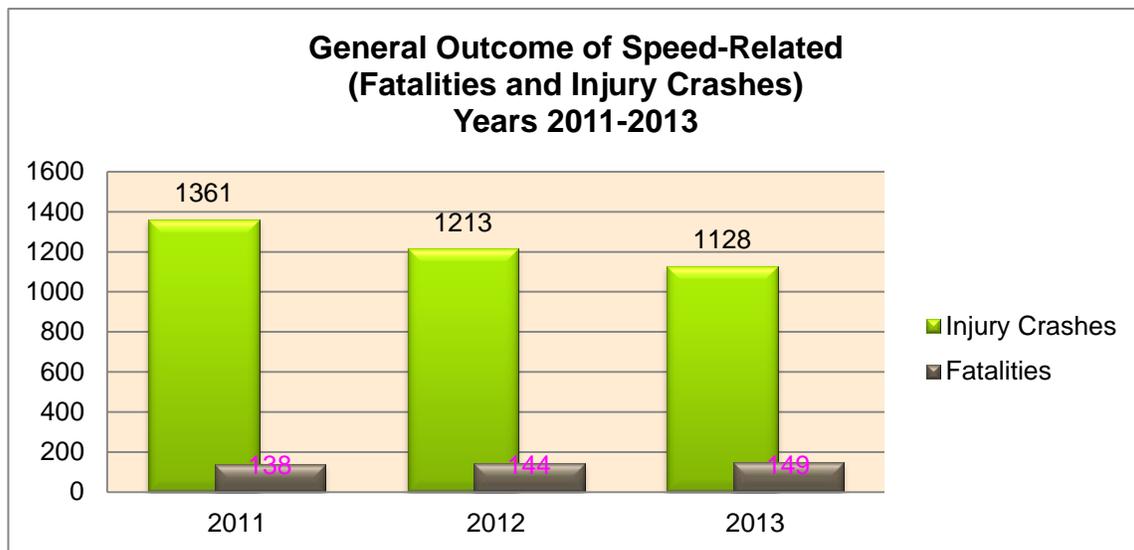


Figure 10: General Outcome of Speed Related Years 2011-2013

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

When analyzing speed and aggressive driving fatalities and injury crashes for the years 2011-2013:

- 77% of total speeding fatalities were male, but an alarming increase is noted in female, from 22 fatalities in 2011 to 34 in 2013 (54% increase). However, 69% males were found to have been previously involved in injury crashes resulting from speeding driving.
- 55% of speed related fatalities were between 18-36 years old.
- Weekends accounted for most of the speed-related fatalities. Fridays experienced more than 2,000 speeding injury crashes.

- 73% of speed related fatalities occurred between 6:00PM-5:59AM.
- Most fatalities and injury crashes occurred on primary highways and roads, and metropolitan areas.

*Performance Goals/Targets*

- Reduce speeding-related fatalities by 6 percent from 144 (2009-2013 average) to 135 by 2016.
- Reduce speeding-related injury crashes by 5 percent from 1,192 (2009-2013 average) to 1,130 by 2016.
- To provide at least two trainings for police officers regarding traffic laws.

*Performance Measures*

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

*Projects Strategies*

**Project Title:** Law Enforcement Liaison

**Project Number:** 16-03-03

**Description:** The Law Enforcement Liaison (LEL) Program is designed to enhance the relationship between the highway safety office, law enforcement community and other pertinent partners. LEL makes a difference when working with law enforcement agencies. These are recognized by NHTSA as effective resources. LELs are trained to detect and correct problems quickly, and improve police traffic services. Retired ranking officers will serve as experts in police and enforcement matters to guide PRTSC in the decision making process regarding enforcement. Primary responsibilities of the LEL include: serving as the liaison between the law enforcement community, key partners and the PRTSC, encouraging more law enforcement participation in HVE campaigns,

assisting with mini grant applications, encouraging use of proven countermeasures and evaluation measures, etc. Project will fund contractual services, trainings and training materials, etc. This strategy is based on NHTSA’s Uniform Guidelines, Guideline # 15, Chapter VI. Training and Chapter VII. Evaluation.

**Budget:** \$140,000.00

**Law Enforcement Liaison**

Project Number	Agency	Amount	Source
16-03-03	PRTSC	\$140,000.00	402PT
<b>Total</b>		<b>\$140,000.00</b>	

**Project Title:** Speed and Aggressive Driving Media Survey

**Project Number:** 16-03-00

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

**Budget:** \$8,000.00

**Speed and Aggressive Driving Media Survey**

Project Number	Agency	Amount	Source
16-03-00	PRTSC	\$8,000.00	402PT
<b>Total</b>		<b>\$8,000.00</b>	

**Project Title:** Speed Enforcement Equipment

**Project Number:** 16-03-XX

**Description:** PRTSC will provide funds for equipment to enhance speeding enforcement efforts. Currently the radar equipment for Municipal and State Police has more than six years and few are in use and good condition. We have several Municipal Police and State Police that have no radar and cannot intervene with drivers who drive over the speed limit. Police Traffic Bureau has approximately 50 vehicles and 100

motorcycles, to which radars acquired under this project will be assigned. Municipal Police Forces have approximately 3 to 5 vehicles per municipality, equipment will be approved according to their particular needs, and their crashes and fatalities data. This equipment is acquired approximately every five years, for this reason budget for this project on FY2016 is higher than budget for Mobilizations. The cost per equipment (Stalker DSR Enhanced Counting Unit, 1.5 PCB & Stalker II Moving Radar) is between \$ 2,400.00 - \$ 3,800.00. This is once acquired approximately every five years. This makes the budget for this fiscal year on this project more expensive than the budget of the mobilization. Radars and related equipment and maintenance for Municipal and State Police will be funded based on Countermeasures that Work 2013 Chapter 3. Aggressive Driving & Speeding, Section 2.3 Other Enforcement Methods-Technology and Uniform Guidelines, Guideline # 15, Chapter III. Traffic Law Enforcement.

**Budget:** \$382,945.00

**Speed Enforcement Equipment**

Project Number	Agency	Amount	Source
16-03-01	PR Police Department	\$210,000.00	402PT
16-03-80	Municipality of Arecibo	\$19,000.00	402 Share to local
16-03-04	Municipality of San Juan	\$20,000.00	402 Share to local
16-03-88	Municipality of Camuy	\$15,000.00	402 Share to local
16-03-60	Municipality of Ponce	\$20,000.00	402 Share to local
16-03-95	Municipality of Guayama	\$15,000.00	402 Share to local
16-03-48	Municipality of Hatillo	\$15,000.00	402 Share to local
16-03-26	Municipality of Carolina	\$20,000.00	402 Share to local
16-03-74	Municipality of Barceloneta	\$20,000.00	402 Share to local
16-03-66	Municipality of Naranjito	\$8,945.00	402 Share to local
16-03-09	Municipality of Bayamón	\$20,000.00	402 Share to local
<b>Total</b>		<b>\$382,945.00</b>	

**Project Title:** Speed Enforcement Mobilization

**Project Number:** 16-03-XX

**Description:** During February 2016, PRTSC will grant funds for overtime hours to State and Municipal Police for the Speed Enforcement Mobilization, support through safety education and informational materials may also be provided in conjunction with enforcement. The PRTSC will continue to support enforcement projects designed to increase compliance with speed limits on all types of roadways. Various speed enforcement strategies will be used, including dedicated roving patrols and saturation enforcement details within Municipalities and regions at high risk. While enforcement in high crash areas is encouraged, routine day-to-day enforcement is also needed to increase the public’s perception on the risks of apprehension.

During this mobilization HVE and preventive patrol will be increased in order to issue citations for speeding. Police funds will be granted through mini-grants for effectiveness. In FY 15, funds were provided to 14 municipal police and state police to conduct special enforcement patrols targeting speeding. Funding is provided to the top performing agencies as measured by the number of citations written during FY 2015 with size of population impacted.

**Budget:** \$280,000.00

**Speed Enforcement Mobilization**

Project Number	Agency	Amount	Source
16-03-XX	Municipal Police	\$180,000.00	402 Share to local
16-03-19	State Police	\$100,000.00	402PT
<b>Total</b>		<b>\$280,000.00</b>	

## PLANNING AND ADMINISTRATION

### *Program Overview*

The Planning and Administration (P&A) program area include activities and costs necessary for the overall management and operations of the PRTSC.

This program area is responsible for the development and implementation of the Highway Safety Plan. This Plan is based on the evaluation of traffic safety problems and trends within the island. The Planning and Administration program supports all PRTSC areas by facilitating technical, financial and fiscal operations. This area supports the Planning and Operations Area which is responsible of identifying traffic safety problems and prioritizes them, and develops strategies and solutions to those problems based on NHTSA’s guidelines and best practices. In conjunction, P&A and Planner allocate funds for internal projects and sub-grantees.

Administrative efforts are evaluated constantly in order to maintain good courses of action. Tasks such as monitoring progress, compliance and expenditures review at state and sub-grantee levels. This module covers costs associated with program monitors, day-to-day internal management, costs associated with operating PRTSC regarding contractual services, commodities and costs associated with administrative support. Also, coordination of services, program purchases such as equipment, materials and follow up with financial reports and compliance of close out deadlines.

### *Performance Goals*

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

### *Performance Measures*

- To prioritize tasks and assign resources.
- To speed-up liquidation rate.

- To develop, coordinate, monitor and administratively evaluate traffic safety grants identified in the Plan.
- To manage funds according to regulations.
- To promote the Puerto Rico Highway Traffic Safety Programs.
- To contract professional services to establish norms, procedures, training and evaluation complying with 49 CFR Part 18 and MAP 21.
- Monitor and evaluate the performance of Sub- Grantees to determine effectiveness and achievement of goals.
- To facilitate the Communications Area with expansion of technological applications as a mean to disseminate traffic safety information and enhance the ability to communicate with our citizens.
- To contract Single Audit services for fiscal year 2015.

*Legislative Goals*

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

*Projects Strategies*

**Project Title:** Evaluate HSP Tasks

**Project Number:** 16-04-XX

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

**Budget:** \$207,000.00

**Evaluate HSP Tasks**

Project Number	Agency	Amount	Source
16-04-02	PRTSC	\$107,000.00	402PA
16-04-07 & 12	PRTSC	\$100,000.00	154PA
<b>Total</b>		<b>\$207,000.00</b>	

**Project Title:** Administer Program

**Project Number:** 16-04-03

**Description:** In order to provide support for the general administration of the highway safety program, allowable limits of federal funds will be used for rent of equipment, office materials, consulting needs and single audits. The 54% the Program Manager position will be funded. Travel and per diem expenses for local and stateside activities and other administrative expenses will be funded. Also, single audit and other costs associated with accounting of expenses and funds, budget consultants, IT consultant's services to maintain computerized system and maintenance, insurance and purchase of equipment, office supplies necessary for program's administration, and other costs regarding administration.

**Budget:** \$171,945.00

**Administer Program**

Project Number	Agency	Amount	Source
16-04-03	PRTSC	\$171,945.00	402PA
<b>Total</b>		<b>\$171,945.00</b>	

## OCCUPANT PROTECTION

### *Program Overview*

Puerto Rico was the first jurisdiction to pass a mandatory safety belt usage law and the first in having a primary law that covers all seating positions. Increasing seat belt use is the simplest way to reduce risk of serious injuries and fatalities in the event of a motor vehicle crash. However, failure to buckle up remains a major contributing factor in fatal crashes in Puerto Rico. The observed seat belt use rate reported in 2014 was 89.5 %; this reflects a 2% reduction for three year period of 2011-2013. Child restraint use remains high, with a 94.7% during 2013.

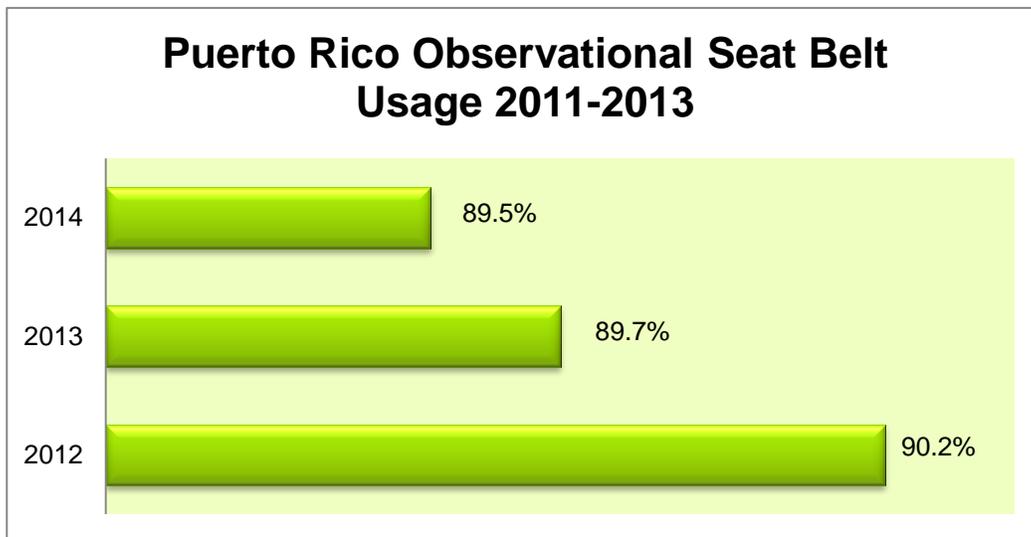


Figure 11: Puerto Rico Observational Seat Belt Usage 2011-2013

When analyzing crash data for the 2011-2013 period, a total of 343 fatalities were reported on which people were unrestrained. This represents a 5% increase for this three-year period. Fatalities by gender during this three-year period shows that out of 343 fatalities, 78%, were male and 22%, were female. Therefore, males are overrepresented in unrestrained occupant fatalities. As in other priority areas, most of the unrestrained fatalities were young adults in the 25-36 years old age group, followed by the 18-24 years age group.

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

When analyzing fatalities by month during the 2011-2013 period, it reflects that the month with most unrestrained fatalities was March with a total of 39.

When analyzing unrestrained fatalities by day of week during the 2011-2013 period, it shows that days with most fatalities were Sunday, Saturday and Monday. Of total 343 unrestrained fatalities, 62%, were on these days. According to vehicle seating position fatality data, front seat passengers accounted for the great majority of passenger fatalities.

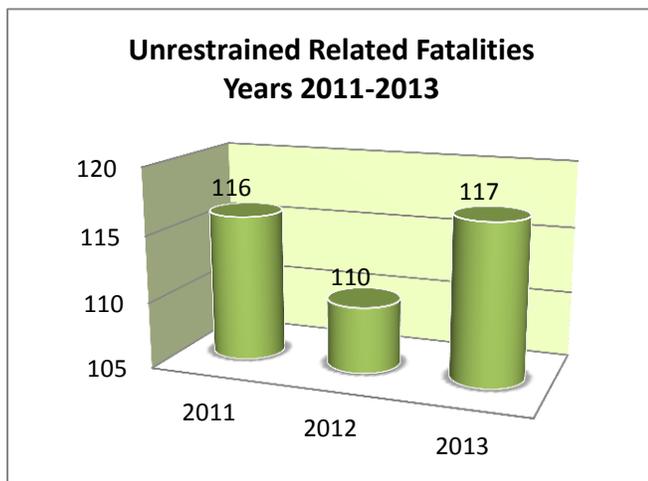


Figure 12: Unrestrained Related Fatalities  
Years 2011-2013

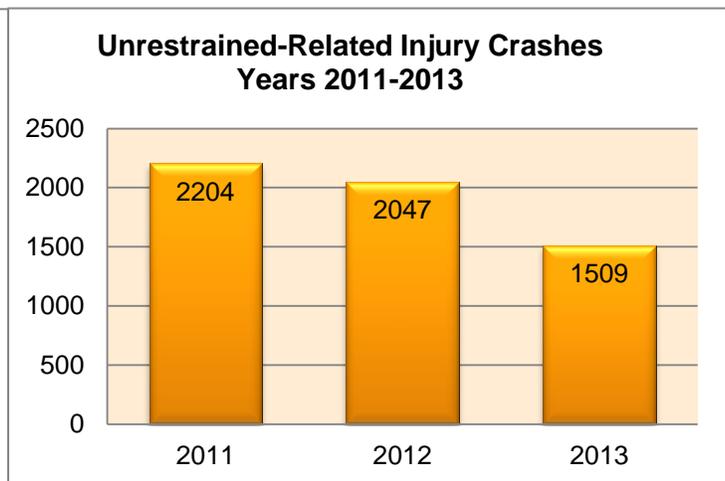


Figure 13: Unrestrained-Related Injury Crashes  
Years 2011-2013

Studies have proven that the correct use of child safety seats is extremely effective in reducing the risk of death. However, nearly 73% of these are not installed or used correctly. Child restraint usage has reached 94.7% during 2012 in Puerto Rico, these seats, when used properly, can reduce fatal injury to infants (less than 1 year old) by 71 % and toddlers (1-4 years old) by 54 % in the event of a traffic crash. PRTSC has established permanent fitting stations in Fire Stations, with certified firemen as Child Passenger Safety Technicians (CPST). As a result of daily inspections and checkpoints

carried out last year, it was found that 3 out of 4 safety seats are installed incorrectly or the child is not using the proper seat. Based on this data, the PRTSC has established that the increase of use of child restraint seats and its correct use are a priority that must be addressed during FY 2016.

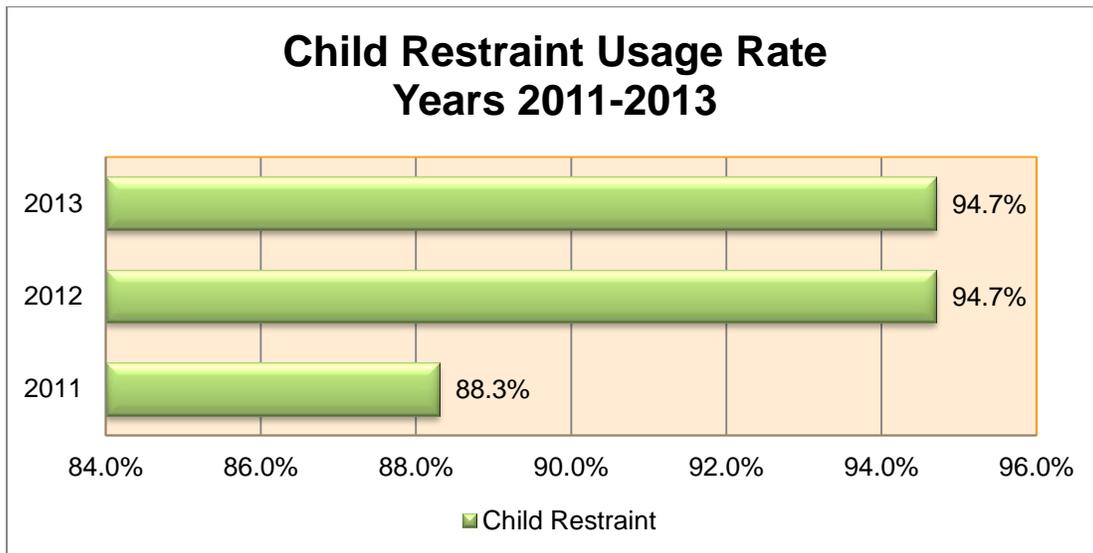


Figure 14: Child Restraint Usage Rate Years 2011-2013

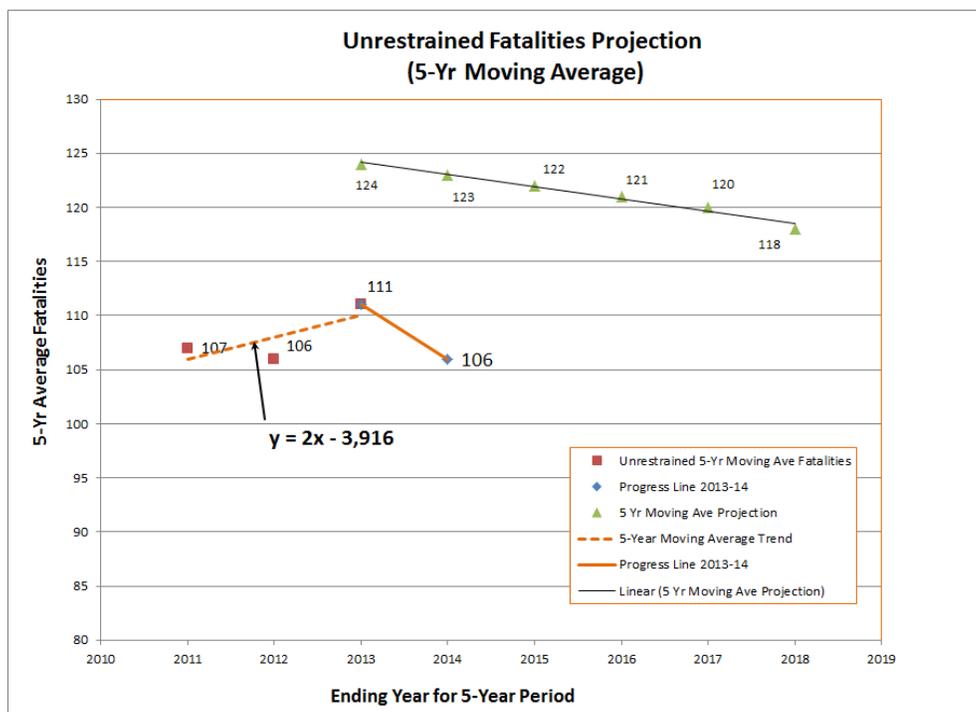


Figure 15: Unrestrained Fatalities Projection (5Yr. Moving Avg.)

*Performance Goal*

- Five year moving average (2009-2013 average) establishes 121 unrestrained passenger vehicle occupant fatalities, all seat position for 2016; however PRTSC intends to maintain 111 fatalities as the 2016 goal.
- Reduce unrestrained passenger vehicle occupant injury crashes, all seat positions by 5 percent from 1,825 (2009-2013 average) to 1,730 by 2016.
- Increase safety belt use from 89.5% in 2014 to 90% in 2016.
- Increase child restraint use from 94.7% in 2013 to 95% in 2016.
- Increase fitting stations through the establishment of five (5) more stations, from 61 in 2015 to 66 in 2016.
- To certify 20 more technicians, from 86 certified technicians in 2015 to 106 in 2016.
- To participate in the 2015 National Click it or Ticket (CIOT) Mobilization and an additional Seat Belt Mobilization in October 2015.

*Performance Measures*

- Number of unrestrained related fatalities
- Number of seat-belt and child restraint non-usage citations during the two seat belt mobilizations
- Number of police agencies participating in the CIOT mobilizations
- Number of child seat inspections and clinic checkpoints
- Amount of additional fitting stations
- Amount of new CPS technicians
- Number of paid media and earned media units

*Projects Strategies*

This program area is guided towards increasing the use of seat belts and child restraint systems as important and effective tools that will save lives in the event of a traffic crash. As it has been demonstrated, the most effective combination to persuade

people to buckle-up and use the child restraint systems is strict law enforcement efforts coupled with an intense media campaign. Based on this, the PRTSC conducts two seat belt mobilizations that will include pre- and post- surveys of drivers in Puerto Rico, strict and sustained enforcement efforts, and the use of earned and paid media to increase the projection to the public. Increase the prevention as well as the deterrence effect, and assist in the effectiveness of enforcement efforts. These will be performed during October 2015 and May 2016.

The Click It or Ticket (CIOT) National Campaign will be held from May 16-29, 2016. PRTSC, as in previous years, will grant funds for overtime hours to State Police and Municipal Police, and will be supported by a media campaign (see Media module). This mobilization will be island wide, during day and night time hours; as statistics show that fatalities involving non-use of seat belt occurred during these periods. The other mobilization will be held from October 12- 18, 2015, during day and night time hours also. During these mobilizations, HVE and preventive patrol will be increased in order to issue tickets for non-use of seat belt and car seat, with the purpose of creating awareness among all citizens on how these save lives and their use is required by law. As an effectiveness measure, Police funds will be granted through mini-grants.

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

**Project Title:** Occupant Restraint Coordinator

**Project Number:** 16-05-03

**Description:** A program that involves many government agencies, civic groups, and private industry requires coordination at the PRTSC level. The coordinator will work with the OP and DD program. An 85% of personnel costs and fringe benefits will be allocated under this program area. Also, local and stateside travel, equipment, and

consultant costs are funded. This strategy is based on NHTSA’s Uniform Guidelines, Guideline # 20, Chapter I. Program Management.

**Budget:** \$45,000.00

**Occupant Restraint Coordinator**

Project Number	Agency	Amount	Source
16-05-03	PRTSC	\$45,000.00	402OP
<b>Total</b>		<b>\$45,000.00</b>	

**Project Title:** CPST Training

**Project Number:** 16-05-27

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

**Budget:** \$53,000.00

**CPST Training**

Project Number	Agency	Amount	Source
16-05-27	PRTSC	\$53,000.00	405b
<b>Total</b>		<b>\$53,000.00</b>	

**Project Title:** Occupant Protection Observational Survey

**Project Number:** 16-05-29

**Description:** A consultant will be contracted to conduct the observational surveys for the enforcement crackdowns. Knowledge and attitude surveys will be conducted to measure the effectiveness of campaigns, especially paid media, and help plan future campaigns. This strategy is based on Countermeasures that Work 2013, Chapter 2, Seat Belt and Child Restraint Section 3.1, Page 2-23 Communications and Outreach Supporting Enforcement.

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

**Budget:** \$56,000.00

**Occupant Protection Observational Survey**

Project Number	Agency	Amount	Source
16-05-29	PRTSC	\$56,000.00	405b
<b>Total</b>		<b>\$56,000.00</b>	

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

**Project Number:** 16-05-XX

**Description:** As part of the strategies to increase the proper use of child restraint systems, the PRTSC will fund projects to provide car seat inspections and child passenger safety education in conjunction with the Puerto Rico Fire Department and United Way of Puerto Rico through the operations of fitting stations or community outreach activities. Funding source will pay for purchase of child restraint seats, equipment rental for inspections and/or clinics, materials and maintenance for the vehicles needed to carry equipment (seats) for clinics or distribution, will be funded. This strategy is based on Countermeasures that Work 2013, Chapter 2, Seat Belt and

Child Restraint Section 7.3, Page 2-35 Inspection Stations and Section 7.2 Page 2-34 Child Restraint Distribution Programs.

**Budget:** \$150,000.00

**PR Fire Department & United Way of Puerto Rico**

Project Number	Agency	Amount	Source
16-05-39	PR Fire Department	\$80,000.00	405b
16-05-XX	United Way of Puerto Rico	\$70,000.00	405b
<b>Total</b>		<b>\$150,000.00</b>	

**Project Title:** Seat Belt Enforcement – Mobilization Overtime

**Project Number:** 16-05-XX

**Description:** The Click It or Ticket campaign will be conducted from May 16-29, 2016 and Seat Belt Enforcement Mobilization from October 12-18, 2015 to increase seat belt use and educate the public about the impact belt use has had on reducing injuries and fatalities in motor vehicle crashes. Funds will be provided to State and municipal law enforcement agencies to implement seat belt saturation and/or tactical overtime patrols. State and municipal police departments will receive funds to participate in the enforcement efforts. Funding is provided to top performing agencies as measured by the number of citations written during FY 2015 with size of population impacted.

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

**Budget:** \$550,000.00

**Seat Belt Enforcement – Mobilization Overtime**

<b>Project Number</b>	<b>Agency</b>	<b>Amount</b>	<b>Source</b>
16-05-XX	Municipal Police	\$340,000.00	405b
16-05-50	State Police	\$210,000.00	405b
<b>Total</b>		<b>\$550,000.00</b>	

## COMMUNITY PROGRAMS

### *Program Overview*

Since 1989, Community Traffic Safety Programs (CTSP's) have played an important role regarding highway safety programs in Puerto Rico. Although Puerto Rico is a small island, it's geographical and population diversities are abundant. Local traffic safety programs complement PRTSC's efforts by addressing their particular safety issues, being this one of the reasons why these programs are an integral factor in meeting PRTSC's overall goals.

Community Programs are a direct link between the PRTSC and communities throughout the island due to the direct contact program directors have with their specific traffic safety issues, local leaders and agencies, civic groups, non-profit organizations and local police bodies. As in other states, they coordinate enforcement efforts, enlist community leaders, offer traffic safety conferences in schools, industry community/civic groups and others, prepare and distribute educational materials, administer loaner programs and actively participate in activities organized by the PRTSC. CSTP's have demonstrated they play a key role when the time comes to mobilize police and other resources to participate in national "campaigns" and "crackdowns".

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

Historically, PRTSC has established CTSP's in over thirty (30) municipalities throughout the island. During FY 2015, only two (2) programs remained operating: Naranjito and San Germán. The reason lies in that municipalities are still confronting problems to

elaborate satisfactory proposals that justify the need of a program in their region, even when receiving support and guidance from PRTSC personnel in the process.

Still, the projection for FY 2016 is for the establishment of eight (9) programs. These programs shall directly serve 61 municipalities that account for a 92% of the island’s population. Analyses made in the HSP 2015 Problem ID by type of fatalities: alcohol-related, gender, age group, month, day of week, time of day patterns, etc. can be applied to the CTSP’s.

The following table lists all CTSP’s with their assigned municipalities, and data regarding their populations, fatalities and injury crashes.

REGIONAL COMMUNITY PROGRAM	MUNICIPALITIES TO BE SERVED	POPULATION (Census 2010)	TOTAL FATALITIES 2011-2013	PERCENTAGE	TOTAL INJURY CRASHES 2011-2013	PERCENTAGE
<b>BARCELONETA</b>	Arecibo, Barceloneta, Florida, Hatillo, Manatí, Utuado	253,151	84	9%	5,416	8%
<b>LUQUILLO</b>	Canóvanas, Ceiba, Culebra, Fajardo, Humacao, Las Piedras, Loíza, Luquillo, Naguabo, Río Grande, Vieques	337,684	123	13%	4,459	7%
<b>GUAYAMA</b>	Arroyo, Cayey, Guayama, Maunabo, Patillas, Salinas, Yabucoa	213,577	79	8%	4,513	7%
<b>NARANJITO</b>	Bayamón, Corozal, Morovis, Naranjito, Vega Alta	348,221	82	9%	5,921	9%
<b>TOA ALTA</b>	Cataño, Dorado, Guaynabo, Toa Alta, Toa Baja	327,904	79	8%	4,610	8%
<b>SAN GERMAN</b>	Añasco, Cabo Rojo, Hormigueros, Lajas, Las Marías, Mayagüez, San Germán	282,372	80	8%	4,788	8%
<b>ISABELA</b>	Aguada, Aguadilla, Camuy, Isabela, Moca, Quebradillas, Rincón	264,926	85	9%	7,207	12%
<b>COMERIO</b>	Aibonito, Aguas Buenas, Barranquitas, Cidra, Comerío, Orocovis	143,899	34	4%	3,315	5%

<b>TRUJILLO ALTO</b>	Caguas, Carolina, Gurabo, Juncos, San Juan, San Lorenzo, Trujillo Alto	916,540	226	23%	16,874	26%
<b>PONCE</b>	Ponce, Juana Díaz, Coamo, Santa Isabel, Villalba	326,416	90	9%	6,652	10%
<b>TOTAL</b>		<b>3,414,690</b>	<b>962</b>	<b>100%</b>	<b>63,755</b>	<b>100%</b>

During FY 2015, the Traffic Safety Education Park (PESET) in Arecibo was integrated to the Community Programs module, where it shall remain during FY 2016. The main reason for this movement was that a member of the park’s personnel was certified as child safety seat technician to offer safety seat inspections at the park.

Still, PESET’s main focus will be directed to providing 7 to 10 year old children with traffic safety education and experiences as a driver, pedestrian and cyclist utilizing the park’s replica of a typical Puerto Rican town and its roads; with the purpose of promoting the importance of traffic safety and learning correct habits that will be applied through adulthood.

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

Increase compliance of child restraint, and decrease its misuse:

- Community programs will serve as child restraint continuing educational and distribution programs, and especially the implementation and enforcement of child passenger safety laws, to increase the levels of child restraint use. This is based on the countermeasure that works 2013, Chapter 7. Seat Belts and Child Restraints, section 7.2 Child Restraint Distribution Programs.
- Programs will be implemented to provide parents and other caregivers with “hands-on” assistance with the installation and use of child restraints in an effort

to combat widespread misuse. This is based on the countermeasure that works 2013, Chapter 7. Seat Belts and Child Restraints, section 7.3 Inspection Stations.

- Increase public awareness towards traffic safety issues.

Promote and educate on pedestrian behaviors:

- Help pedestrians learn to make better crossing decisions, which may reduce the incidence of crossing-related injuries and fatalities. Previous studies have indicated that human error, such as poor judgment in gauging the speed and/or distance of oncoming traffic, underlies a significant portion of roadway collisions. This is based on the countermeasure that works 2013, Chapter 8. Pedestrians, section 4.6 Pedestrian Gap Acceptance Training.

Promote and educate older drivers:

- Offer educational material for older drivers to inform them of driving risks, help them assess their driving knowledge and capabilities, suggest methods to adapt to and compensate for changing capabilities, and guide them in restricting their driving in more risky situations. This is based on the countermeasure that works 2013, Chapter 7. Older Drivers, section 1.2 General Communications and Education.

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

- Community Programs will serve as elementary school pedestrian training programs that will equip school-age children with knowledge and practice to enable them to walk safely in environments with traffic and other safety hazards. This is based on the countermeasure that works 2013, Chapter 8. Pedestrians, section 2.1 Elementary-Age Children Pedestrian Training.

- Provide traffic law training to children outside of school settings such as through parks and recreation departments, community centers or churches. This is based on the countermeasure that works 2013, Chapter 9. Bicycles, section 1.3 Bicycle Education for Children.

Among priorities identified by PRTSC are:

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

### *Performance Goals*

- Reduce total fatalities 6 percent from 355 (2009-2013 average) to 333 by 2016.
- Reduce serious traffic injuries by 1 percent from 5,759 (2009-2013 average) to 5,710 by 2016.
- Reduce the number of fatalities at the municipal level, especially in high incidence Municipalities.
- Increase the total number of people impacted by CTSP'S's from 29,016 in 2014 to 60,000 in 2016.
- Increase the number of visitors to the PESET Park from 6,471 in 2014 to 7,000 in 2016.

### *Performance Measures*

- Number of educational traffic safety activities conducted
- Number of fatalities by municipal area

- Number of citizens that received direct orientation, and educational and promotional material in the activities
- Number of coordination efforts with local law enforcement
- Number of car seat inspections and installations.
- Number of children visiting the PESET park

*Projects Strategies*

**Project Title:** Community Traffic Safety Programs

**Project Number:** 16-06-XX

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

These programs provide education through orientations for occupant protection (seatbelt, child restrained, and distracted driving) and non-occupant (pedestrians, cyclists and horse riders). Also, youth alcohol consumption, alcohol- related, drunk driving and motorcycle safety, are areas of discussion during orientations. These workshops and educational conferences are targeted at children, teenagers, adults and seniors. Also, CTSP’S collaborate with local law enforcement planning national mobilizations providing assistance in the completion of the forms and documents.

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

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

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

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

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

**Budget: \$703,405.00**

**Community Programs**

Project Number	Agency	Amount	Source
16-06-04	Municipality of Luquillo	\$60,000.00	402 Share to local
16-06-11	Municipality of Guayama	\$71,000.00	402 Share to local
16-06-17	Municipality of Toa Alta	\$60,000.00	402 Share to local
16-06-28	Municipality of San Germán	\$75,000.00	402 Share to local
16-06-14	Municipality of Ponce	\$60,000.00	402 Share to local
16-06-23	Municipality of Trujillo Alto	\$77,000.00	402 Share to local
16-06-15	Municipality of Barceloneta	\$97,000.00	402 Share to local
16-06-29	Municipality of Naranjito	\$85,000.00	402 Share to local
16-06-21	Municipality of Isabela	\$47,000.00	402 Share to local
16-06-24	Municipality of Comerío	\$71,405.00	402 Share to local
<b>Total</b>		<b>\$703,405.00</b>	

**Project Title:** Traffic Safety Education Park (PESET)

**Project Number:** 16-06-51

**Description:** In order to keep educating and forming young children in traffic safety issues, the Traffic Safety Education Park (PESET) in Arecibo provides classroom education and experience as a driver, pedestrian and cyclist to 7 to 10 year old boys and girls on a replica of a typical Puerto Rican town and its roads. Providing and promoting correct actions based on education, allows children to have skills and safety awareness on all matters related to traffic. Reservations to attend the park are made by school teachers and camp counselors around the island. As part of the strategies to increase the proper use of child restraint systems, the PRTSC will also fund PESET as a permanent fitting station. Personnel costs for a director, educators/child seat inspector and administrative staff, materials, office supplies, equipment, local travel, and per diem will be funded. This strategy is based on Countermeasures that Work 2013, Chapter 8 Pedestrians Section 2–2.1 Elementary-age Child Pedestrian Training pages 8-13, 8-14 and 8-15, Chapter 9 Section 3–3.2 promote bicycle helmet use with education pages 9-24 and 9-25., and Chapter 2, Seat Belt and Child Restraint Section 7.3, page 2-35 Inspection Stations.

**Budget:** \$305,000.00

**Traffic Safety Education Park (PESET)**

Project Number	Agency	Amount	Source
16-06-50	PRTSC	\$305,000.00	402CP
<b>Total</b>		<b>\$305,000.00</b>	

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

**Project Number:** 16-06-XX

**Description:** Project proposes to offer traffic crashes prevention seminars carried out by health professionals with more than twenty years of experience in trauma medicine.

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

**Budget:** \$140,000.00

**Puerto Rico Trauma Center Reduction of Crashes Education Program**

Project Number	Agency	Amount	Source
16-06-XX	Puerto Rico Medical Services Administration	\$140,000.00	402CP
<b>Total</b>		<b>\$140,000.00</b>	

## TRAFFIC RECORDS

### *Program Overview*

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

Timely, accuracy, accessibility, and analysis are very important to develop, implement and evaluate the countermeasures that will reduce roadway injuries and fatalities. There are many uses for this data, for example: Law Enforcement uses data for strategic deployment of enforcement units; Engineers use data to identify roadway hazards; Judges use data as an aid in sentencing; Prosecutors use data to determine appropriate charges to levy against drivers in violation of traffic laws and ordinances.

The Puerto Rico Traffic Records Coordinating Committee (PRTRCC) includes an executive and a technical level. This two-tiered committee is critical for the state’s proper development, maintenance and track of the progress of projects identified in the Puerto Rico Strategic Plan. The TRCC includes representation from the state agencies responsible for components of the Traffic Records Systems, along with the representatives of local and state law. The Members continue to meet at least 4 times a year.

### **Traffic Records Coordinating Committee Members:**

#### **State agencies:**

- Administration of Courts
- Association of Joint Subscription
- Automobile Accident Compensation Administration
- Department of Health

- Department of Justice
- Department of Transportation
- Emergency Medical System
- Highway and Transportation Authority
- Municipal Police
- Public Service Commission
- State Police
- University of Puerto Rico, Research Center

**Federal agencies:**

- Federal Highway Administration
- Federal Motor Carrier Safety Administration

A top priority for improving the Commonwealth’s Traffic Records Systems is electronic data of motor vehicle crashes. As recommended during the 2012 Traffic Records Assessment, the Puerto Rico’s Traffic Records Coordinating Committee is developing efforts towards seeking improvements in implementing an electronic crash report.

Among other recommendations of Assessment’s 2012, the Committee members have adopted, we can mention:

1. Development of an online analysis tool to provide flexibility and share data so they can be analyzed by the proponents of proposals.
2. Develop a public-use version of crash data through the PRTSC Web Page.
3. Representation of staff of Department of Health.
4. Representation of staff of the Municipal Police.
5. Include in the agenda of the meetings progress reports systems, using as a guide the Model Performance Measures for State Traffic Records Systems.
6. Develop the Highway Safety Plan for Traffic Safety Commission Puerto Rico in coordination and collaboration with the Highway and Transportation Authority of Puerto Rico, thus creating the Strategic Safety Plan.

7. Identify any or all information, especially convictions, on DWI processing and convictions to assure that procedures will be establish to acquire DWI convictions for posting to the driver file.

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

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

**Strategies**

- To fund activities such as contracting seven employees for traffic crashes data entry that will improve all crashes data availability from 775 days to 400 days by the end of 2015.
- To conduct an evaluation of the Police Accident Report (PPR-93) to ensure compliance with the Model Minimum Uniform Crash Criteria Guideline (MMUCC) and the inclusion of commercial motor vehicle data fields.
- To provide training for law enforcement and traffic safety agencies on complete and accurate traffic data collection and CARE database during 2016.
- To provide stakeholders (TRCC members) with direct access to traffic records data, like CARE Web and CARE Desktop Version by the end of 2016 and promote drunk drivers and repeat offenders data availability.
- To enhance the analytical capacity of the database of Analysis Accident Office to include a geo-location tool for crashes, codes of segments and allow scanning documents (PPR 93, property damages documents) by the end of FY2016.

- To improve traffic records data collection to increase MIRE fields, of 26 in 2013 to 36 in 2016.
- To promote the integration (and warehousing) of traffic records to have 20% integration between two traffic records systems by the end of 2016; DAVID+ and SIJC database.

***Performance Targets/Goals***

- To collect digital data from the Police Accident Report (PAR) by the end of the calendar year, from 0% in 2014 to 25% in 2016.
- To increase Project CARE access, from 70 users in 2014 to 85 in 2016.
- To reduce the time between crash and data availability in the Accidents Analysis Office (DOT), from 365 days in 2014 to 300 in 2016.
- To integrate (and warehousing) of traffic records between two traffic records systems; DAVID+ and SIJC database from the 0% in 2014 to 25% in 2016.
- To improve traffic records data collection to increase MIRE fields from the 28 fields in 2014 to 30 in 2016.

***Performance Measures***

- Number of Digital Police Accident Reports (PAR)
- Number of members that have access to Project CARE
- The time between crash and data availability in the database
- The percent of integration between DAVID+ and SIJC
- Number of Model Inventory of Roadway Elements (MIRE)

***Projects Strategies***

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

**Project Title:** Traffic Records Coordinator

**Project Number:** 16-07-01

**Description:** TR Coordinator will continue representing the interests of PRTSC, agencies and stakeholders within the highway and traffic safety community. TR Coordinator will be responsible for reviewing and evaluating new technologies to keep the highway safety data and traffic records system up to date. Aligned with this objective and in order to fully develop traffic data gathering and sharing to its full potential, the Coordinator will track all the changes and issues related to ongoing projects, such as: preparation, development and implementation of the strategic plan, project management and TRCC meetings. Funds will cover Coordinator’s salary, fringe benefits, equipment and meeting minutes, supplies, and other related costs. Main objective of TR Coordinator will be to assure that the TRCC Projects will implement field data collection in timeliness, accurate, complete, uniform, integrated and accessible way. Strategy is based on NHTSA’s Uniform Guidelines, Guideline #10 – Traffic Records, Chapter IV-Managing Traffic Records.

**Budget:** \$52,000.00

**Traffic Records Coordinator**

Project Number	Agency	Amount	Source
16-07-01	PRTSC	\$52,000.00	408
<b>Total</b>		<b>\$52,000.00</b>	

**Project Title:** Analysis and Compilation of Traffic Crashes 2015

**Project Number:** 16-07-10

**Description:** Funds will be provided to contract 15 employees to work in the Accident Analyses Office of the Department of Transportation to Public Works. The employees will be working in the following areas: debugging, zoning, coding, and data entry. Data entry will be performed using the current procedure and cases for year 2015 will be entered. An input case per year is estimated at 210,000 (injuries, fatalities and damage

property). The data entered into the system will be delivered to Dr. Hector M. Colón, Project Manager, and Implementation of CARE Crash Data System to PR that in turn is sent to Alabama and become part of the CARE tool for analysis purposes.

**Budget:** \$377,840.00

**Analysis and Compilation of Traffic Crashes 2015**

Project Number	Agency	Amount	Source
16-07-10	DTOP	\$377,840.00	405c
<b>Total</b>		<b>\$377,840.00</b>	

**Project Title:** CARE System to Puerto Rico Crash Data 3

**Project Number:** 16-07-13

**Description:** Funds will be provided to: complete the two objectives proposed above will be addressed through the following specific strategies.

For objective A above we propose to: A1) upload 2014 and 2015 crash and fatality data into the CARE tool; A2) integrate the geo-referencing tool (Map click) to the current data entry operation to increase the accuracy and completeness of the geo-coding of the paper crash reports that are manually entered; A3) continue providing support and system maintenance to the CARE tool for Puerto Rico and enhancing its functionality as requested by users, and A4) continue providing technical assistance and training in the use of the CARE tool and in data analyses.

For objective B above we propose: B1) to adapt the geolocation tool (Map click) for its use in tablets in the field; B2) to integrate Map click to the digitalized crash report developed by investigators of the School of Engineering of the University of Puerto Rico; and B3) to field test the digitalized crash report and the Map click tool with Police officers of four Municipalities as well as officers of the state Police Traffic Division.

**Budget:** \$480,488.00

**CARE System to Puerto Rico Crash Data 3**

Project Number	Agency	Amount	Source
16-07-13	UPR-CIES	\$480,488.00	408
<b>Total</b>		<b>\$480,488.00</b>	

**Project Title:** Fatality Analysis Reporting System (FARS)

**Project Number:** 16-07-14

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

**Budget:** \$9,030.00

**Fatality Analysis Reporting System (FARS)**

Project Number	Agency	Amount	Source
16-07-14	PRTSC	\$9,030.00	408
<b>Total</b>		<b>\$9,030.00</b>	

**Project Title:** Accident Reporting and Points Management Architecture

**Project Number:** 16-07-15

**Description:** Accident Reporting and Point Management Architecture (ARPMA) is an initiative from the Office of the Chief of Information Officer that seeks to implement a technological platform to strengthen the Commonwealth of Puerto Rico’s ability to capture information related to traffic crashes and use the data to improve road and highway safety, educational campaigns, in compliance with Federal mandates or policy. The data gathered through ARPMA will support Municipal, State and Federal law enforcement agencies by providing a reliable platform with up-to-date information on criminal records, pending tickets, reported crashes and others, which will support law enforcement planning and execution. The Accident Reporting Analytics project will focus on the analysis, design, development, testing, and implementation of an application to generate accident report forms (PPR-93) from data entered by the Puerto Rico Police through a mobile application at the scene of the accident. The accident reporting analytics technical solution will use the GMQ for messaging and will store captured data in a central database. This initial proposal covers Phase I, which covers the initial 12 months period spanning FY2016-2017. Strategy is based on NHTSA’s Uniform Guidelines, Guideline #10 – Traffic Records, Chapter 1.

**Budget:** \$1,722,772.00

**Accident Reporting and Points Management Architecture**

Project Number	Agency	Amount	Source
16-07-15	UPR-CIES	\$1,722,772.00	405c
<b>Total</b>		<b>\$1,722,772.00</b>	

## NON-OCCUPANT PROTECTION PROGRAM

### *Program Overview – Pedestrians*

During the period of 2011-2013, Puerto Rico reported a total of 310 pedestrian fatalities. These fatalities comprise 30% of total 1,071 traffic crash fatalities. This percentage significantly exceeds the national average of 14% (according to Traffic Safety Facts 2013 from NHTSA). Meanwhile, pedestrian injury crashes for the same three-year period reported a reduction of 22%.

### *Pedestrian Fatalities & Injury Crashes*



Figure 16: Pedestrian Fatalities Years 2011-2013

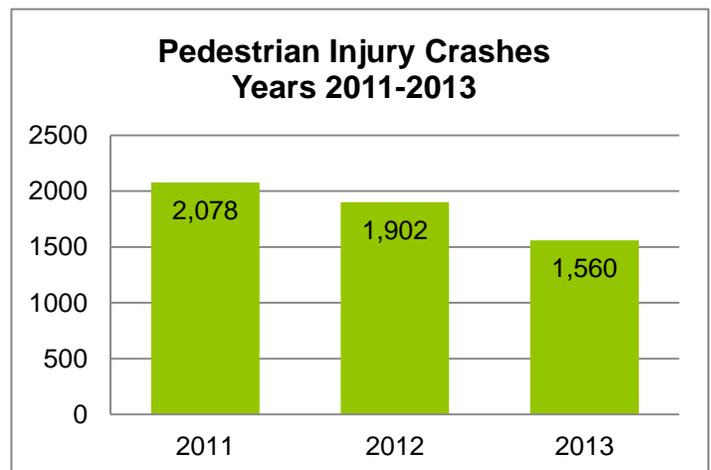


Figure 17: Pedestrian Injury Crashes Years 2011-2013

Analyzing pedestrian fatalities profile characteristics for the three-year period of 2011-2013:

- Most pedestrian fatalities are among age group 63+, this group accounted for 30% of total.
- 78% of pedestrian fatalities were male and 21% were female.
- Great majority of pedestrian fatalities occur between the hours of 6:00pm and 11:59pm, accounting for 55% of total.
- Weekend days – Friday, Saturday and Sunday- account for most pedestrian fatalities, comprising a total of 51% of total.

When analyzing pedestrian injury crashes profile characteristics for the three-year period 2011-2013, we found:

- During 2013, there was an 18% reduction of pedestrian injury crashes when compared with 2012.
- Most pedestrian injury crashes took place between the hours of 6:00pm and 11:59pm, accounting for 33% of total.
- Most pedestrian injury crashes took place on weekend days- Fridays and Saturdays-, respectively accounting for 16% and 15% of total.

***Cyclists Fatalities & Injury Crashes***



Figure 18: Cyclist Fatalities Years 2011-2013



Figure 19: Cyclist Injury Crashes Years 2011-2013

When analyzing cyclist fatalities profile characteristics for the three year average, 2011-2013, we found:

- The 34 cyclist deaths accounted 3 percent of all traffic fatalities.
- All cyclists killed were men.
- The highest risk age group was 50-62 years with 32%, followed by the 25-36 years age group with 26%.
- 79% of cyclist fatalities occurred between Thursday and Sunday.
- The highest total percent (59%) of cyclist deaths occurred between the hours of 6:00pm and 11:59pm, followed by 6:00am – 11:59am, with 20%.

- During 2013, there was a reduction of 5 cyclists fatalities when compared with 2012.

When analyzing cyclist injury crashes profile characteristics for the three year average, 2011-2013, we found:

- During 2012, half (50%) of total cyclist injury crashes were reported.
- Most cyclist injury crashes took place between the hours of 12:00md and 5:59pm, with a total of 52 for a 37%.
- Weekend days –Friday through Sunday- accounted for 42% of total cyclist injury crashes.

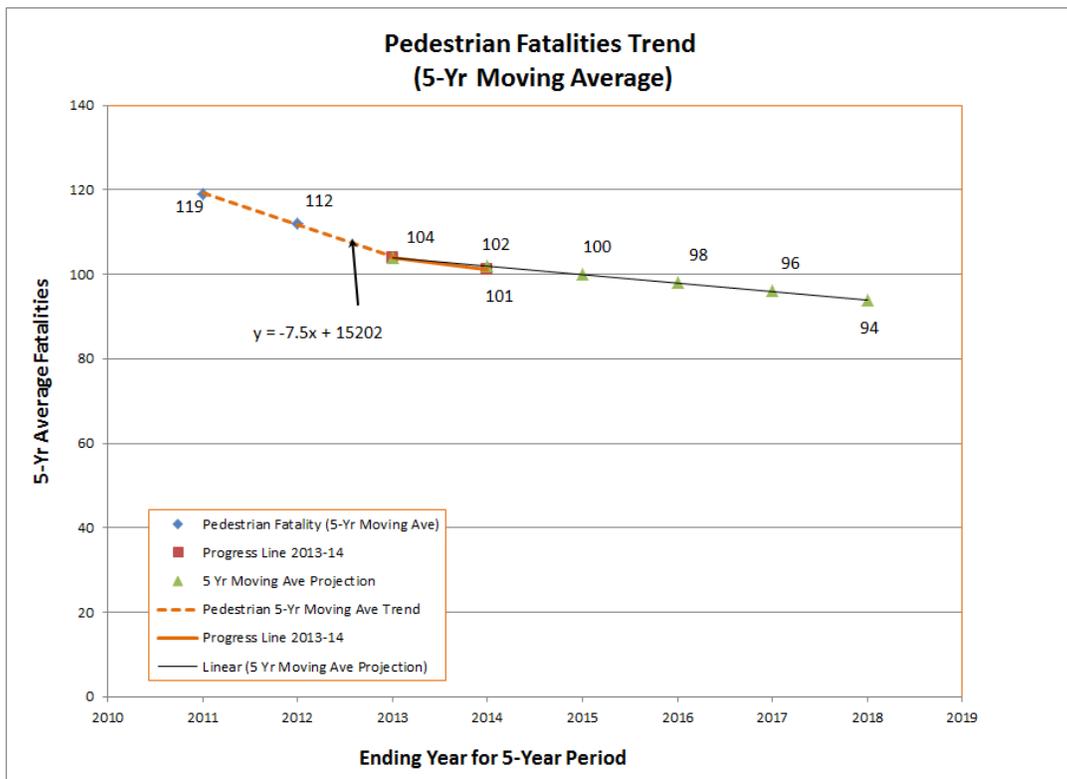


Figure 20: Pedestrian Fatalities Trend (5Yr. Moving Ave.)

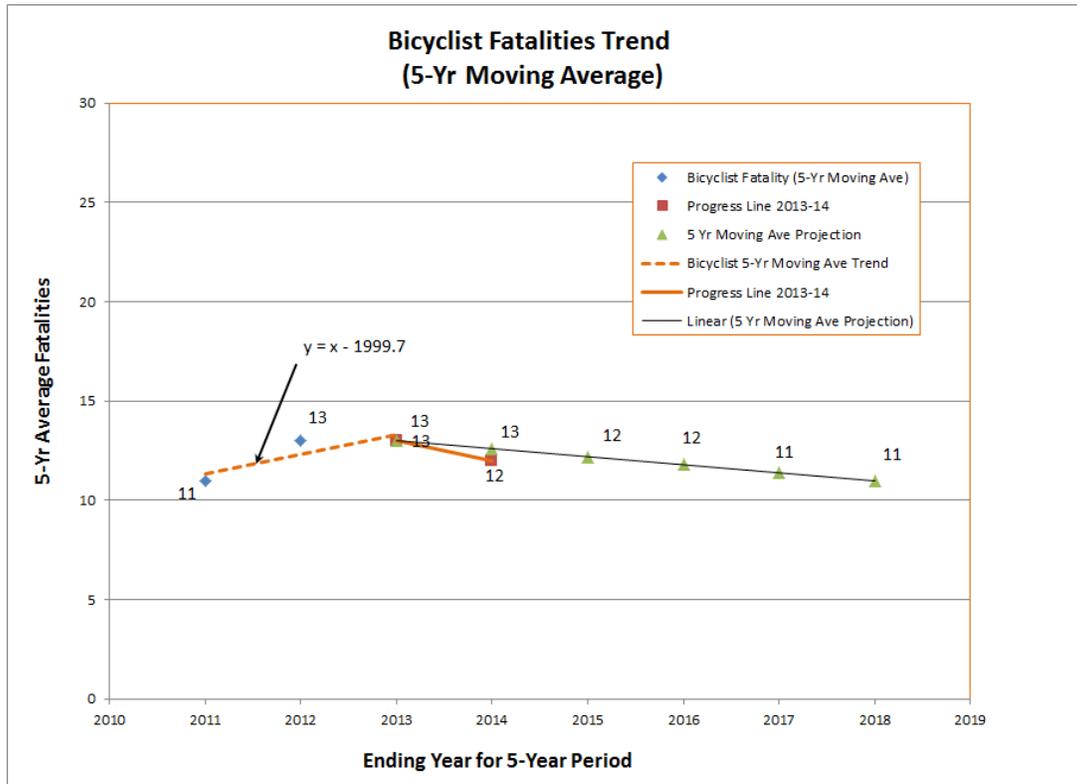


Figure 21: Bicyclist Fatalities Trend (5Yr. Moving Ave.)

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

Among priorities identified by PRTSC are:

- Increase awareness and understanding of safety issues related to Vulnerable Road Users.
- Encourage the implementation of the statewide pedestrian safety public education “Peatón Responsable” campaign.
- Encourage the implementation of the statewide cyclists safety public education “En 3 pies cabe mucha vida” campaign.

- Increase compliance with traffic laws and regulations related to pedestrians and cyclists safety through the Law 22, Vehicle and Traffic Law of Puerto Rico, Section 9-Duties of pedestrians and drivers to them and Section 11-Cyclist Bill of Rights and Duties of Driver.
- Increase the awareness of driver and pedestrian traffic safety through specially tailored safe behavior programs.
- Participate in, coordinate, and support planning, creation and implementation of the Puerto Rico Strategic Traffic Safety Plan including cyclists and pedestrians safety actions.

***Performance goals***

- Reduce pedestrian fatalities by 6 percent from 104 (2009-2013 average) to 98 by 2016.
- Reduce pedestrian injury crashes by 5 percent from 1,851 (2009-2013 average) to 1,755 by 2016.
- Reduce bicyclist fatalities 8 percent from 13 (2009-2013 average) to 12 by 2016.
- Reduce bicyclist injury crashes by 6 percent from 52 (2009-2013 average) to 49 by 2016.
- 

***Performance Measures***

- Number of non-occupant fatalities.
- Number of pedestrian fatalities.
- Number of cyclist fatalities.
- Number of non-occupant injury crashes.
- Number of pedestrian injury crashes.
- Number of cyclist injury crashes.

***Projects Strategies***

**Project Title:** Non-Occupant Coordinator

**Project Number:** 16-08-01

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

Support programs and campaigns that promote pedestrian and biking safety, participate in meetings, educational activities, and events focused in community outreach and awareness especially among adults and older people. Participation in cyclist events will be included in educational and awareness events to provide information of Cyclist Bill of Rights, proper gear, and share the road. Pedestrian and cyclist safety school zone topics will be addressed in educational activities, mainly in elementary school and preschools. Salary, fringe benefits, local travel expenses, supplies, and equipment will be funded.

**Budget: \$45,000.00**

**Non-Occupant Coordinator**

Project Number	Agency	Amount	Source
16-08-01	PRTSC	\$45,000.00	402PS
<b>Total</b>		<b>\$45,000.00</b>	

**Project Title:** Caguas - Traffic Safety Education Park

**Project Number:** 16-08-11

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

school teachers and camp counselors around the island. Personnel costs for a director, educators, materials, office supplies, equipment, local travel and bicycles.

**Budget:** \$58,415.00

**Traffic Safety Education Park (PESET)**

Project Number	Agency	Amount	Source
16-08-16	Municipality of Caguas	\$58,415.00	402 Share to local
<b>Total</b>		<b>\$58,415.00</b>	

**Project Title:** Peatón a la Vista

**Project Number:** 16-08-XX

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

**Budget:** \$25,000.00

**Peatón a la Vista**

Project Number	Agency	Amount	Source
16-08-XX	XXXXX	\$25,000.00	402PS
<b>Total</b>		<b>\$25,000.00</b>	

## TRAFFIC ENGINEERING

### *Program Overview*

The Puerto Rico Traffic Safety Commission (PRTSC) has made efforts from year to year to educate all road users through each of its programs. In the Methodology of Highway Safety, the 4 E's: EMS, Enforcement, Education & Engineering; PRTSC is responsible of providing Education to its citizens. This Agency also contributes with Engineering through the subvention of all the Hazard Elimination Projects. The partnership with the Puerto Rico Highway and Transportation Authority and Puerto Rico Department of Transportation and Public Works are strategies that seek for safer roads.

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

Federal Funds will be used to subsidize all projects listed below. Specifically, Hazard Elimination Funds 154 & 164 (HE). These funds will be used in Safety Improvement Projects, Pavement Marking Equipment, Program Manager and Trainings.

The Traffic Engineering program is PRTSC's resource that works with all technical issues regarding Traffic Safety. Tasks included are that of Traffic Safety Inspector, Project Manager and Data Analyzer among others.

Crash fatalities overview during the period of 2011-2013 data reported:

- **25%** of total fatality crashes in Puerto Rico involved a vehicle that ran- off-the road before the crash occurred.
- **13%** of total fatality crashes in Puerto Rico occurred in a Road Intersection
- The most frequent contributing circumstances related to all run-of-road crashes are *"Driver Lost Control"* & *"Exceeded Speed Limit"*.
- A round 30% of all traffic fatalities in Puerto Rico involve a Vulnerable Road User (pedestrian & cyclist).

### *Performance Targets/Goals*

DESCRIPTION	2013-2014	2014-2015	2015-2016
Analyze and Inspect multiple roads with safety issues around the island.	24	30	30
Coordinate and promote Professional Highway Safety Education	6	6	6
Increase the number of site visits to refer problems to the DOT.	16	24	26
Continue managing and monitoring new and ongoing projects	5	8	10
Promote the replacement and Up-Grade of Traffic Safety Control Devices in the road system.	6	6	6

*Performance Measures*

- Hazard Elimination Construction Funds Liquidation
- Number of New Site Identification
- Number of ongoing projects completed
- Number of Highway Safety Activities Related
- Number of Construction Site Inspection and Meetings

*Projects Strategies*

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

**List of Project to be Subvention:**

**Project Title:** Traffic Engineering Program Manager &Traffic Safety Inspector

**Project Number:** 16-11-02

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

**Budget:** \$76,577.00

**Traffic Engineering Program Manager/Traffic Safety Inspector**

Project Number	Agency	Amount	Source
16-11-02	PRTSC	\$76,577.00	164 HE
<b>Total</b>		<b>\$76,577.00</b>	

**Project Title:** Special Projects / Hazard Elimination

**Project Number:** 16-11-13

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

**Budget:** \$6, 247,155.86

**Title: Special Projects / Hazard Elimination**

Project Number	Agency	Amount	Source
16-11-13 A	PRHTA	\$1,300,000.00	154 HE

16-11-13 B	PRHTA	\$1,500,000.00	154 HE
16-11-13 C	PRHTA	\$1,500,000.00	154 HE
16-11-13 D	PRHTA	\$350,000.00	164 HE
16-11-13 E	PRHTA	\$350,000.00	164 HE
16-11-13 F	PRHTA	\$300,000.00	164 HE
16-11-13 G	PRHTA	\$300,000.00	164 HE
16-11-13 H	PRHTA	\$250,000.00	154 HE
16-11-13 I	PRHTA	\$397,155.86	154 HE
<b>Total</b>		<b>\$6,247,155.86</b>	

**Project Title:** Island wide Road Safety Up-Grade -PRDTPW

**Project Number:** 16-11-16

**Description:** PRDTPW is the agency in charge of maintaining the island’s road system in good, functioning condition. At this present date, this agency is going through an economic crisis which affects road safety measures, like: marking equipment, trainings, safety projects, Hazard Elimination Projects, among others. For this reason, project for the purchase of road marking equipment has been submitted. Still, there is an interest from PRDTPW’s part to submit other projects for approval during the years.

**Budget:** \$153,874.25

**Island Wide Road Safety Up-Grade -PRDTPW**

Project Number	Agency	Amount	Source
16-11-16 A	PRDTPW	\$121,385.00	164 HE
16-11-16 B	PRDTPW	\$32,489.25	164 HE
<b>Total</b>		<b>\$153,874.25</b>	

## MEDIA CAMPAIGN

### *Program Overview*

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

### *Focus*

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

### *Strategies*

- Frequency of messages
- Strategic exposure on social media networks
- Focus on target audience
- Innovative marketing strategies to communicate traffic safety messages
- Increase interaction with the public through traditional media and social networks
- Generate paid and earned media for traffic safety initiatives and programs
- Support several public awareness campaigns during this FY16, such as Alcohol Crackdowns and (CIOT) National Mobilization enforcement

PRTSC is using social media networks as a source to engage target audiences. As part of campaign strategic messages, new updates and upcoming activities are posted on Facebook, Twitter, Instagram and YouTube. Updates and improvements for our

websites will continue to integrate educational tools for sub-grantees, agencies and general public to access information and statistics of traffic safety in Puerto Rico.

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

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

*Performance Goals*

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

*Performance Measures*

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

*Projects Strategies*

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

**Project Title:** Impaired Driving Media Campaign

**Project Number:** 16-12-01

**Description:** Plan aims efforts at Drunk Drivers, which include impaired driving enforcement efforts through strategic integration with Municipal and State police work plans, awareness, and education through media campaigns based on our target audience, market island level and frequency of message exposure.

**Budget:** \$1,010,000.00

**Impaired Driving Media Campaign**

Project Number	Agency	Amount	Source
16-12-01	PRTSC	\$1,010.000.00	154AL
<b>Total</b>		<b>\$1,010.000.00</b>	

**Project Title:** Youth Impaired Driving Media Campaign

**Project Number:** 16-12-02

**Description:** Plan includes efforts aimed at Young Drunk Drivers to create awareness of the consequences of drinking and driving, to promote on mass events designated drivers, and to reduce alcohol related fatalities among young drivers.

**Budget:** \$42,000.00

**Youth Impaired Driving Media Campaign**

Project Number	Agency	Amount	Source
16-12-02	PRTSC	\$42,000.00	154AL
<b>Total</b>		<b>\$42,000.00</b>	

**Project Title:** Speed, Aggressive and Distracted Driving Media Campaign

**Project Number:** 16-12-03

**Description:** Plan includes efforts towards speeding violations, which include enforcement efforts through strategic integration with the Municipal and State Police work plans, awareness media campaigns based on our target audience, market island level and frequency of message exposure.

**Budget:** \$400,000.00

**Speed, Aggressive and Distracted Driving Media Campaign**

Project Number	Agency	Amount	Source
16-12-03	PRTSC	\$400,000.00	402PM
<b>Total</b>		<b>\$400,000.00</b>	

**Project Title:** Occupant Protection Media Campaign

**Project Number:** 16-12-07

**Description:** Plan includes efforts to increase seat belt usage to support and reinforce the Occupant Protection Program, including the National CIOT mobilization campaign and Child Restraint to support the National Child Seat Campaign.

**Budget:** \$209,000.00

**Occupant Protection Media Campaign**

Project Number	Agency	Amount	Source
16-12-07	PRTSC	\$209,000.00	402PM
<b>Total</b>		<b>\$209,000.00</b>	

**Project Title:** Non-occupant Protection Media Campaign

**Project Number:** 16-12-10

**Description:** Plan includes efforts to reduce pedestrian and cyclist fatalities promoting the safety rules and regulations on mass events, and to increase awareness on safety within school zones.

**Budget:** \$79,000.00

**Non-occupant Protection Media Campaign**

Project Number	Agency	Amount	Source
16-12-10	PRTSC	\$79,000.00	402PM
<b>Total</b>		<b>\$79,000.00</b>	

**Project Title:** Motorcycle Safety Media Campaign

**Project Number:** 16-12-12

**Description:** Plan will raise awareness on motorcycle safety promoting the safety rules and regulations on mass events, awareness, and education through media campaigns based on our target audience, market island level, and frequency of message exposure.

**Budget:** \$90,000.00

**Motorcycle Safety Media Campaign**

Project Number	Agency	Amount	Source
16-12-12	PRTSC	\$90,000.00	402PM
<b>Total</b>		<b>\$90,000.00</b>	

## MOTORCYCLE SAFETY

### Program Overview

During the three-year period of 2011-2013, Puerto Rico reported a total of 149 motorcyclist fatalities. Year 2012 reported 54 motorcyclist fatalities, while 2013 reported 42, this represents a 22% increase for this period.

Currently, motorcyclist fatalities account for 14% of total traffic fatalities; this represents a reduction of 1% when compared with 2012. Law 107 is a great tool, but more encouragement must be injected through additional law enforcement measures, and educational efforts, including motorcyclist training.

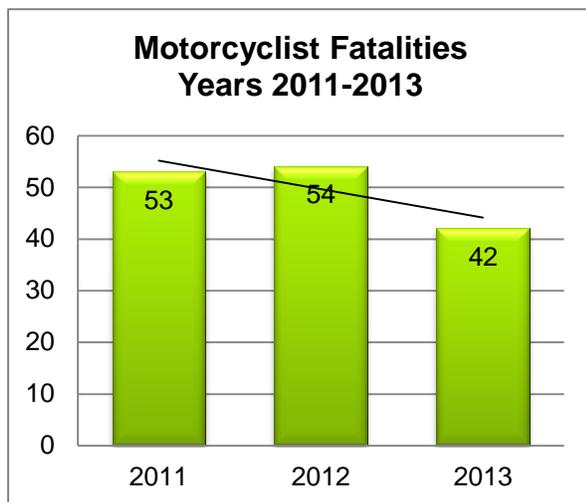


Figure 23: Motorcyclist Fatalities Years 2011-2013

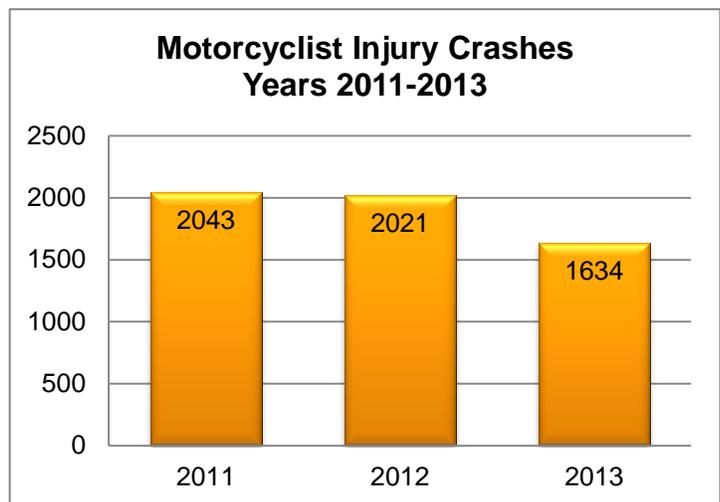


Figure 22: Motorcyclist Injury Crashes Years 2011-2013

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

When analyzing motorcyclist fatalities and injury crashes profile characteristics for the three-year period, 2011-2013:

- 98% motorcyclist fatalities and 81% injury crashes were male
- 28% of motorcyclist fatalities were in the 25-36 years age group, followed by 18-24 age groups with 27%.

- 62% of motorcyclist fatalities occurred on weekend days.
- 62% of motorcyclist fatalities occurred between 6:00pm-6:00am, followed by hours between 10:00am-5:59pm with 33%.
- 63% of alcohol impaired motorcycle riders killed was unhelmet.

In order to reduce motorcyclist fatalities, enforcement and education will continue to be our main focus. Training and training materials to identify motorcyclists using noncompliant helmets will be funded and provided to municipal and state police officers. DOT approved helmet use was made compulsory in 2007 by Law 107. Motorcyclists that make use of noncompliant helmets are exposing themselves to basically the same risks as if they wore no helmet at all. Identifying and citing motorcyclists wearing these helmets have proven to be a challenge for law enforcement, since these helmets sometimes are identified with counterfeit DOT stickers on the back. This is based on the countermeasure that works 2013, Chapter 5. Motorcycles, section 1.3 Motorcycle Helmet Law Enforcement: Noncompliant Helmets.

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

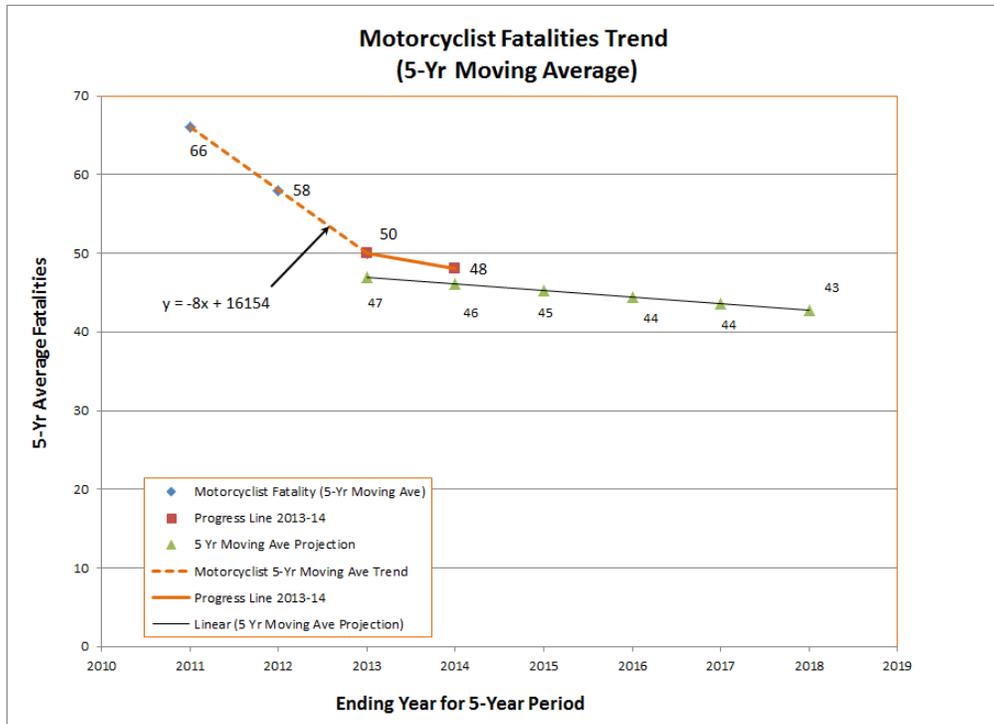


Figure 24: Motorcyclist Fatalities Trend (5Yr. Moving Ave.)

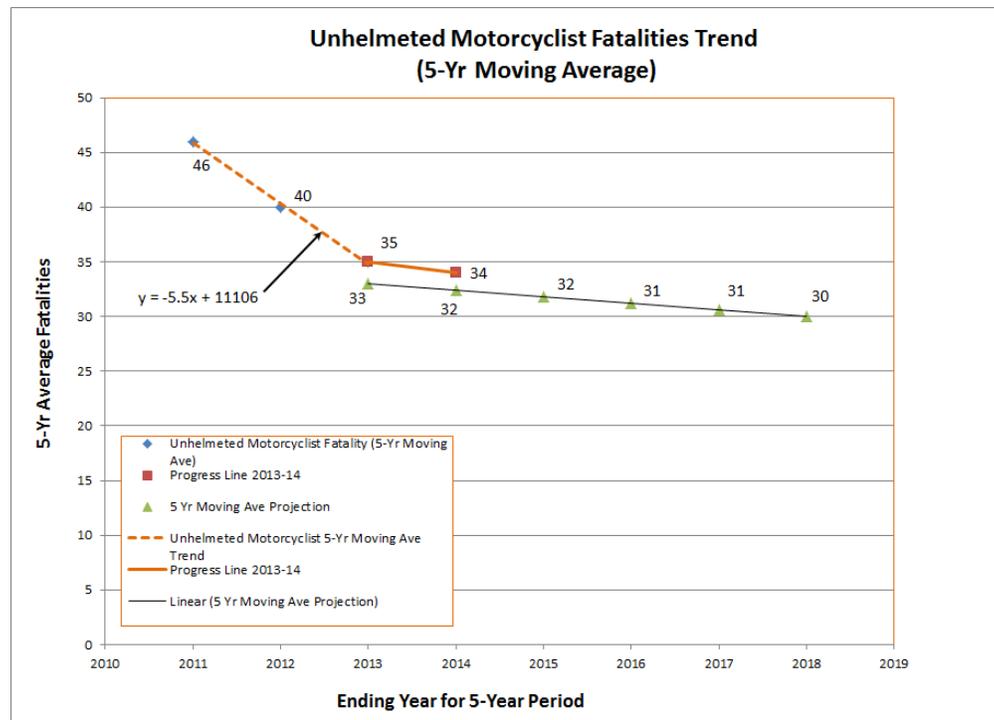


Figure 25: Unhelmet Motorcyclist Fatalities Trend (5Yr. Moving Avg.)

*Performance Targets/Goals*

- Reduce motorcyclist fatalities by 12 percent from 50 (2009-2013 average) to 44 by 2016.
- Reduce motorcyclist injury crashes by 5 percent from 1,852 (2009-2013 average) to 1,756 by 2016.
- Reduce unhelmeted motorcyclist fatalities 11 percent from 35 (2009-2013 average) to 31 by 2016.

*Performance Measures*

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

*Projects Strategies*

**Project Title:** Motorcycle Safety Coordinator

**Project Number:** 16-13-06

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

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

**Budget:** \$90,000.00

**Motorcycle Safety Coordinator**

Project Number	Agency	Amount	Source
16-13-06	PRTSC	\$90,000.00	402MC
<b>Total</b>		<b>\$90,000.00</b>	

**Project Title:** Motorcycle Safety Helmets

**Project Number:** 16-13-XX

**Description:** Since 2007, the DOT helmet use is compulsory by Law 107 in the Commonwealth of Puerto Rico. Analyzing the fatalities and helmet use we find out that from 2011 to 2013, we have 148 fatalities, a 98 was unhelmet and 50 was using a helmet. That shows a 34 percent of helmet use. Even though a state law requiring all riders and passengers to wear a certified DOT helmets is mandated, there are those who continue to ride without a helmet. It will be resourceful to find out what percentage of motorcyclists helmets are DOT.

Studies conducted have shown that motorcycle helmets are highly effective in protecting motorcycle’s rider’s heads during a crash. Research indicates that helmets reduce motorcycle rider’s fatalities by 22 to 42% and brain injuries by 41 to 69%. More enforcement to detect DOT or not approved helmet use will be promoted. This strategy

is based on the countermeasure that works 2013, Chapter 5. Motorcycles, section 1.3 Motorcycle Helmet Law Enforcement: Noncompliant Helmets.

Although challenging, the task of motorcyclist’s compliance with helmet law requires creative and safe enforcement strategies to identify and cite motorcycle riders using non-compliant helmets or no use at all. The objective of this project will be to train state and municipal police officers to identify noncompliant helmets and carry out enforcement. Project will fund training materials.

**Budget:** \$25,000.00

**Motorcycle Safety Helmets**

Project Number	Agency	Amount	Source
16-13-XX	XXXXX	\$25,000.00	402MC
<b>Total</b>		<b>\$25,000.00</b>	

## DISTRACTED DRIVING

### *Program Overview*

Distracted driving involves any activity whereby or in which the driver's eyes, hands or attention are diverted from the task of driving. It is important to continue efforts toward combating distracted driving in particular, texting and talking through hand-held phones. Steps have been taken in order to reduce the behavior but much is still to be done. Awareness is the main key toward future success, but we must take into consideration that cell phone use has had such a predominant presence in the past 10 years and, just recently, January 1<sup>st</sup>, 2013 a law prohibiting its use while driving had been enacted meaning that a lot of efforts and tenacity are required in order to change drivers behavior toward this safety issue.

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

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

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

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

A jointed enforcement effort was conducted with PRPD and 19 Municipal Police according to Law 201 requirements. With following results:

PRPD Cell Phone Tickets 2014	Mobilization April 2015 PRPD Cell Phone Tickets	Mobilization April 2015 Municipal Police Cell Phone Tickets
73,332	2,102	7,696

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

**Performance Goals**

- To decrease the percentage of people that reported making cell phone calls while driving from 85% on 2014 to 80% in 2016.
- To educate the public through mass media efforts containing information about the

dangers of texting or using a cell phone while driving

- To coordinate two national law enforcement mobilization targeting distracted drivers

**Performance Measures**

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

**Projects Strategies**

**Project Title:** Distracted Driving Coordinator

**Project Number:** 16-14-03

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

**Budget:** \$8,000.00

**Distracted Driving Coordinator**

Project Number	Agency	Amount	Source
16-14-03	PRTSC	\$8,000.00	402DD
<b>Total</b>		<b>\$8,000.00</b>	

**Project Title:** Distracted Driving Media Survey

**Project Number:** 16-14-02

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

**Budget:** \$8,000.00

**Distracted Driving Media Survey**

Project Number	Agency	Amount	Source
16-14-12	PRTSC	\$8,000.00	402DD
<b>Total</b>		<b>\$8,000.00</b>	

**Project Title:** Distracted Driving Mobilization

**Project Number:** 16-14-XX

**Description:** During November 2015 and April 2016, PRTSC will grant funds for overtime hours to State and Municipal Police to the Distracted Driving Mobilization and supported by a media campaign. This mobilization will be island wide, during day hours. During this mobilization HVE and preventive patrol will be increased in order to issue citations for distracted driving in particular texting and talking on hand-held cell phones, with the purpose of creating awareness among all citizens on the dangers of texting or using a cell phone while driving and Law 201. Police funds will be granted through mini-grants for effectiveness.

In FY 15, funds were provided to 27 municipal police and state police departments to conduct special enforcement patrols targeting distracted drivers. This initiative will again be funded in November, 2015 and April, 2016.

Funding is provided to the top performing agencies as measured by the number of citations written during these periods in 2014-2015 and number of population.

**Budget:** \$305,000.00

**Distracted Driving Mobilization**

Project Number	Agency	Amount	Source
16-14-XX	Municipal Police	\$235,000.00	402 Share to local
16-14-20	State Police	\$70,000.00	402DD
<b>Total</b>		<b>\$305,000.00</b>	

**Project Title:** “Don’t Text While Driving” University Outreach and Educational Program – Phase 1

**Project Number:** 16-14-XX

**Description:** Project proposes to develop a university educational outreach consisting of a college tour focused on the dangers of texting, browsing the internet and talking without a hands free device while driving. Project will use educational specialists that are in the same range of ages as the target population to establish a peer to peer approach that will help deliver the message. In addition, project will develop a questionnaire to survey target population with the purpose of gathering information on texting while driving patterns of behavior. Costs for project include: contractual services, educational supplies, equipment purchase, local travel, among others. Strategy is based on Countermeasures that Work 2013 Chapter 4. Distracted and Drowsy Driving Section 2.2 Communications and Outreach on Distracted Driving.

**Budget:** \$127,000.00

**“Don’t Text While Driving” University Outreach and Educational Program – Phase 1**

Project Number	Agency	Amount	Source
16-14-XX	Telecommunications Regulatory Board of Puerto Rico	\$127,000.00	402DD
<b>Total</b>		<b>\$127,000.00</b>	

**STATE CERTIFICATION AND ASSURANCES**

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

State: **PUERTO RICO**

Fiscal Year: **2016**

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

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

**GENERAL REQUIREMENTS**

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

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

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

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

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

**FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)**

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each sub-grant awarded:

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

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

**NONDISCRIMINATION**  
**(applies to subrecipients as well as States)**

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

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

The State will provide a drug-free workplace by:

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

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

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

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

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

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

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

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

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.<sup>5</sup>

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

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

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

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.<sup>6</sup>

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;<sup>7</sup>

(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 8

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

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

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

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

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

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

**POLICY ON SEAT BELT USE**

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

**POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

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

**ENVIRONMENTAL IMPACT**

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

**SECTION 402 REQUIREMENTS**

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

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

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

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))<sup>10</sup>

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

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

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

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

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

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

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

\_\_\_\_\_  
Signature Governor's Representative for Highway Safety

**June 30, 2015**

\_\_\_\_\_  
Date

**Miguel A. Torres Díaz**

\_\_\_\_\_  
Printed name of Governor's Representative for Highway Safety

**HIGHWAY SAFETY COST SUMMARY FY 2016**

Program Area	Approved Program Cost	State/Local Funds	Federally Funded Programs	Share to Local
<b>Section 402</b>				
402-PS	\$ 150,000			\$58,415.00
402 PT	\$ 280,000	\$ 26,200,000.00	PRPD Traffic Bureau	\$197,945.00
402 PA	\$ 360,000	\$1,574,086.74	ACAA	
402-CP	\$ 550,000			\$703,405.00
402-OP	\$ 276,000			
402-DD	\$ 300,000			\$235,000.00
402-PM	\$ 1,000,000			
402-MC	\$ 125,000			
<b>TOTAL</b>				<b>\$1,194,765.00</b>
<b>Section 154</b>				
154-AL	\$ 1,700,000			\$500,000.00
154-HE	\$ 4,947,200			
154-PA	\$ 100,000			
154-PM	\$ 500,000			
<b>Section 164</b>				
164-HE	\$ 1,560,400			
164-AL	\$ 1,700,000			\$364,864.00
164-PM	\$ 1,000,000			
164-PA	\$ 100,000			
<b>SAFETEA-LU</b>				
Section 405-OP	\$ 20,000			
Section 408-TR	\$ 1,200,000			
Section 410-AL	\$ 1,200,000	\$ 5,225,177.49	PRDOJ/Department of Health	
Section 2010-MC	\$20,000			
<b>Map-21</b>				
Section 405(b) OP	\$ 800,000	\$ 4,584,950.86	PRPD Belt/Child Restraint Citations	
Section 405(c) TR	\$ 1,500,000			
Section 405(d) AL	\$ 4,000,000			
Section 405(f) MC	\$100,000			
<b>Total Funding</b>	<b>\$23, 488,600</b>	<b>\$ 37,584,215.09</b>		

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