

HIGHWAY

SAFETY

PLAN

FY2011

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INTRODUCTION

Since 1974, The Puerto Rico Traffic Safety Commission has had the lowest total of fatalities in history, with a total of 365 fatalities for the year 2009. Fatalities for the years from 2005 to 2009 have been the lowest for any five year period since traffic crash data has been collected, with an average of 437.4 for the period.

Many factors have helped achieve these results. Puerto Rico was the first jurisdiction to pass a mandatory safety belt law in 1974. Puerto Rico's law is a primary law that covers all seating positions and surveys showed a 91.7% usage rate for 2009. Participation in the National Mobilizations with aggressive enforcement, including the integration of municipal police, targeted public information and educational campaigns, have been key in the success of the occupant restraint program.

The PRTSC has achieved many successful goals with Motorcycle Safety. In 2007, legislation was approved requiring written and road tests providing rider training for motorcycle endorsement; eliminating the learner's permit. Puerto Rico is the only US jurisdiction with .02% BAC for motorcyclists.

Motorcycle fatalities have increased from about 4% of all fatalities in 1997 to 15% in 2009. Initiatives began in 2005 to address this growing problem: two motorcycle safety summits have been held and recommendations from the summits have resulted among others, motorcycle safety law became effective on October 10, 2007 which key elements strengthen the roadway, licensing and protective gear requirements of the current primary helmet law. By July 2010, motorcycle fatalities were 14% of all fatalities, showing a reduction in this area when compared to the same date last year.

The PRTSC has worked aggressively to convince municipal police agencies to establish traffic patrols and has supported these efforts with funding for vehicles, equipment, training and overtime. Of the 78 municipalities, a total of 63 have Municipal Police traffic units established and have joined the Puerto Rico Police in the National crackdowns.



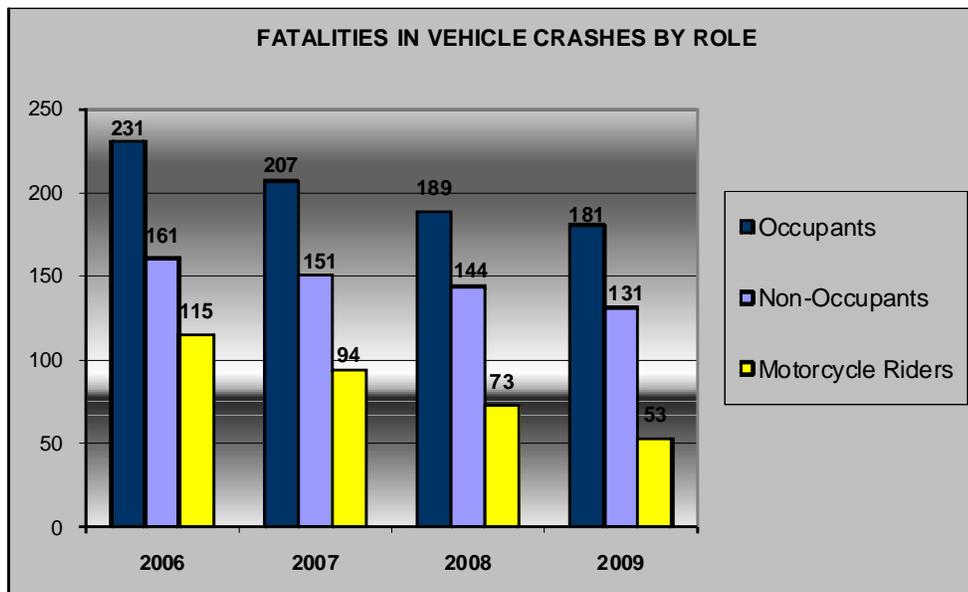
TABLE I TRAFFIC CRASH TRENDS

INDICATORS	2005	2006	2007	2008	2009
Registered Vehicles	2,801,217	3,015,227	3,165,543	3,129,561	3,026,815
Licensed Drivers* ^[1]	2,050,350	2,045,120	2,078,841	2,017,055	2,628,207
Roadway Miles ^[2]	15,994	16,275	16,398	16,576	19,488
VMT • ^[3]	194.3	196.4	192.2	194.3	190.1
Total Crashes ^[4]	329,896	313,342	288,947	252,608	263,401
Total Injuries ^[5]	42,838	41,311	41,341	38,448	36,965
Fatal Crashes	438	482	430	386	343
Total Fatalities	457	507	452	406	365
Fatality Index	2.35	2.58	2.35	2.08	1.92

*.Vehicle Miles Traveled per 100 million miles traveled. * Active licensed drivers*

^[1] Data provided by Driver Services Directory. ^[2] Data provided by the Highway System Office ^[3] Data provided by the Highway System Office ^[4] Data provided by Police Department. ^[5] Data provided by Automobile Accident Compensation Administration (ACAA).

FIGURE I



DATA SOURCE: FARS 2006-2009



TABLE II

MOTORISTS AND NONMOTORISTS KILLED IN TRAFFIC CRASHES				
Description	2008	2009	Change	% Change
Total	406	365	-41	-10%
Motorists killed				
Passenger vehicles	189	181	-8	-4%
Passenger Cars	139	133	-6	-4%
Light Trucks	44	43	-1	-2%
Large Trucks	6	4	-2	-33%
Motorcycles	73	53	-20	-27%
Nonmotorists killed				
Pedestrians	130	109	-21	-16%
Pedacyclists	13	17	4	24%
Other/Unknown	1	5	4	80%

Source: FARS 2008 - 2009

Participation in the National Crackdowns has helped lower the percentage of alcohol related fatalities to 38% although it continues to be slightly higher than the National average. To continue the integration of the municipal police in the enforcement efforts to reduce impaired driving and to increase Commonwealth Police efforts, the PRTSC has submitted a subsequent year Section 410 proposal. These additional funds will allow for increased training, equipment and overtime to carry out five crackdowns against impaired driving during 2011. Puerto Rico has a .08 per se law, open container, and repeat offender law. Although Puerto Rico is lacking an Age 21 MDA law, we have achieved a Zero Tolerance Law for people under 18 and a .02% BAC law for people between the ages of 18 to 21.

Pedestrian fatalities decreased in 2009 from 130 to 109, it only accounted 30% of the total fatalities (109 of 365), the lowest percentage in decades. Successful efforts in reducing speeding and DWI will help reduce these fatalities even more.

MISSION STATEMENT

The mission of the Puerto Rico Traffic Safety Commission (PRTSC) is to continuously reduce traffic-related fatalities and injuries. The mission is accomplished by developing and supporting a comprehensive, multi-strategy approach that includes enforcement, deterrence, prevention, media and education, training, legislation and regulation, data management and analysis.



EXECUTIVE SUMMARY

The Puerto Rico Traffic Safety Commission (PRTSC) has primary responsibility for managing programs designed to reduce traffic-related deaths and injuries. The PRTSC partners with NHTSA to develop and fund island-wide projects that will have the greatest impact on saving lives and reducing injuries due to traffic crashes. One of the most significant changes found in this year's HSP are the **10 performance measures** that are now being required by NHTSA & GHSA, to be incorporated in all Highway Safety Plans. Most of these performance measures have been included for years in our HSP. As part of our joint effort to develop Traffic Performance Measures, we used a basic set of questions that were used in periodic surveys that track driver attitudes and awareness concerning impaired driving, seat belt use, and speeding. These findings will be reported in our Annual Report FY2010.

PLANNING PROCESS

Puerto Rico's performance-based planning process takes into account Highway Safety issues and strategies identified by the PRTSC member agencies, state and local agencies, enforcement agencies and non-profit organizations that have submitted applications for funding. These applications are analyzed by the corresponding project monitors, project coordinators, the accountant, the Planning Director and the Executive Director. After rigorously analyzing these applications, the Applicant is contacted by telephone, by email or in person to be informed of the outcome; whether the proposal was approved or not.

Frequent communication with sub-grantees is maintained through regular monitoring visits and other forms of contact. Assistance in preparing grant applications is also available during site visits or by telephone. Project directors set goals and performance measures for their corresponding program areas by analyzing last year's outcome (fatalities, injuries, and crash data). The ten (10) core outcome measures, the one (1) core behavioral measure, and the three (3) activity measures recommended by NHTSA and GHSA were incorporated into the FY 2011 HSP.

PROBLEM IDENTIFICATION PROCESS

Traffic crash data is being reviewed by the PRTSC staff throughout the years to identify problems that are unique to Puerto Rico. The primary and most reliable source of data is the FARS file, and with approximately 400 fatalities a year, trends can be established using this file. Also, crash data is obtained from the Accident Information System of the Analysis of Accidents Office. Within the Department of Transportation and Public Works but even though improvements have been made to this system over the past several years,

2006 is the most recent complete crash file available for analysis. To continue the improvements to the crash and other files, the PRTSC has submitted a subsequent year



Section 408 proposal that, when fully implemented in two years, will provide complete, accurate and reliable data in a timely manner for problem identification including crash location data currently is not available due to the deficiencies in the system. Details of the planned improvements are included in the Traffic Records section of this plan.

Data on licensed drivers and registered vehicles are obtained from the DMV and VMT is obtained from DOTPW. The information System unit of the PRTSC is responsible for compiling the data and providing it to the PRTSC planner. Reviewing the federal priority areas and our data to determine the impact our programs are having in reducing crashes, injuries and fatalities is an ongoing process that involves the Executive Director, Planner, Program Coordinators, Monitors and the Public Relations Office which needs the data to satisfy media inquiries.

Additional data is obtained through observational surveys of safety belt use, child restraint use, and helmet use. These surveys help in the development of mass media and educational campaigns. As the data reflects changes during the year, in as much a slightly decrease in safety belt use, a significant reduction in fatalities was experienced, particularly in motorcycle fatalities; reverting the increase tendency of the past year.

These changes are discussed in regular meetings with project directors and their staff. This allows a discussion of efforts (citation, convictions, man hours, etc.) or new efforts which translate into project revisions or new ones. By the time the development of the HSP begins, the PRTSC Executive Director, Planner and project directors are familiar with the data and proposed projects for the coming year. When data indicates a new problem (e.g. motorcycle), the stakeholders are invited to review the data and propose solutions that become projects. The traffic crash trends for last two years (2008-2009) are included in Table II.



IMPAIRED DRIVING

AL-01

Overview

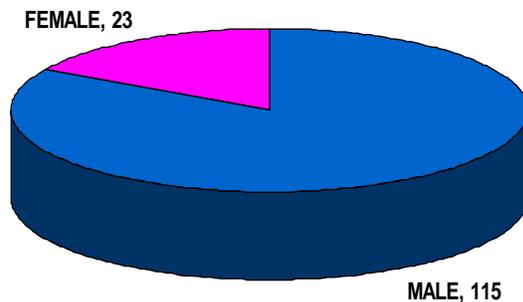
Driving While Intoxicated continues to be the number one cause of fatal crashes in Puerto Rico and its rate is among the highest in the Nation. During 2009, out of 365 fatalities, 138 were alcohol related. As a result, Puerto Rico was identified by NHTSA as the highest fatality rate state and qualifies for a Section 410 grant. Although the percentage of traffic fatalities that are alcohol-related has remained about 50% for decades, there has been a notable improvement (See Table III), since there were a total of 452 fatalities in 2007, a total of 406 fatalities in 2008, and 365 fatalities for 2009. Alcohol related fatalities by gender for 2009 show that a total of 115 or 83% were male. See Figure II.

TABLE III ALCOHOL-IMPAIRED DRIVING FATALITIES BY YEAR

Year	Total Fatalities in all Crashes	Alcohol-Related	Percent
2005	457	202	44%
2006	508	171	34%
2007	452	193	43%
2008	406	172	42%
2009*	365	138	38%
TOTAL	2,188	876	40%

**DATA TO DECEMBER 31, 2009. DATA SOURCE: FARS 2005-2009*

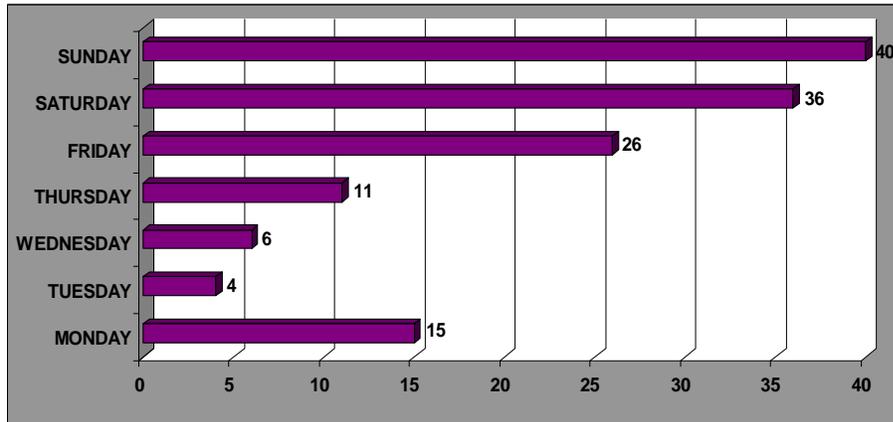
FIGURE II ALCOHOL RELATED FATALITIES BY GENDER 2009



DATA SOURCE: FARS 2009

The following graph shows that during 2009, the day of week with the most alcohol related fatalities was Sunday with a total of 40 fatalities, followed by Saturday with a total of 36 fatalities and Friday with 26 fatalities.

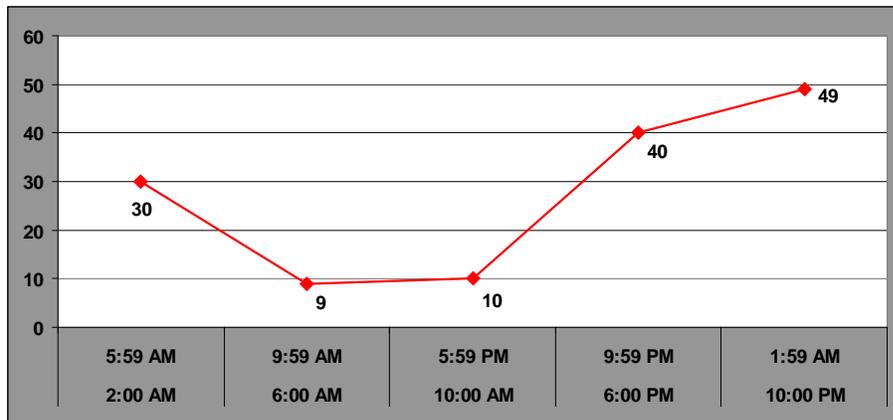
FIGURE III ALCOHOL RELATED FATALITIES BY DAY OF WEEK 2009



DATA SOURCE: FARS 2009

The time of day with the highest alcohol related fatalities for 2009 was 10:00 pm–1:59 am with a total of 49 fatalities; followed by 6:00 pm–9:59 pm with a total of 40 fatalities.

FIGURE IV ALCOHOL RELATED FATALITIES BY TIME OF DAY 2009



DATA SOURCE: FARS 2009

In order to strengthen the DWI statutes in Puerto Rico, several bills became law during 2004 and 2005. A zero tolerance law for those under the age of eighteen became law; a repeat offender law that provides for vehicle confiscation and mandatory jail for forty eight hours; an intoxicated driver with a minor, less than fifteen years of age as a passenger, receives mandatory forty eight hours of jail plus fines. Also, suspected DWI offenders could not refuse to give a BAC sample. In January of 2005, an open container law became effective. However, Puerto Rico does not have an Age 21 MDA law or a Zero Tolerance law, which has proven effective in reducing alcohol-related fatalities in the United States. Although there are tougher sanctions for recidivists, identifying recidivists prior to trial is still a problem.

PUERTO RICO TRAFFIC SAFETY COMMISSION

The integration of Municipal Police agencies into the enforcement effort has proven successful and Special Alcohol Units at the Municipal Police level are now collaborating in

the HVE effort against all impaired drivers, including motorcycle operators. Saturation patrols, overtime patrols and checkpoints are part of the strategies employed by the Municipal and PR Police.

Identifying recidivists prior to trial must be improved in order to impose the stiffer sanctions required by law; on the other hand, Enforcement continues to be improved. Special Alcohol Units in the 13 Commonwealth Police Areas, with emphasis on weekend, nighttime patrols and sobriety checkpoints need additional resources to increase enforcement. In addition to local mobilizations, the participation in the National Crackdowns has helped motivate police and raise awareness in the driving public. The following table shows the High Visibility Enforcement Activities planned for the year 2011.

TABLE IV HIGH VISIBILITY ENFORCEMENT ACTIVITIES FY2011

DATE	DESCRIPTION
Thanksgiving Crackdown 11/18/2010 to 11/29/2010	These dates represent the beginning of festivities associated with Christmas Season.
Holiday Crackdown 12/09/2010 to 01/06/2011	These dates represent the Christmas Season, which extends in Puerto Rico into early January and is characterized by an increase in alcohol consumption and an increase in impaired driving.
Easter Crackdown 04/21/2011 to 05/02/2011	Holy Week festivity (schools and colleges are mostly off during these days).
Summer Crackdown 06/23/2011 to 07/05/2011	During these hot Summer days, people hit the beach and consume alcohol while they celebrate many local activities, including the traditional “Noche de San Juan Bautista” and the 4 th of July Holiday.
National Labor Day Crackdown 08/18/2011 to 09/05/2011	This includes the Labor Day Holiday on 09/05/2011.

Performance Goals

- Reduce alcohol related fatalities by 9% from 109 in 2009 to 99 in 2011
- Increase the number of police agencies participating in the HVE’s
- Conduct training for judges and prosecutors during 2011

Legislative Goals

- Achieve Zero Tolerance Legislation

Performance Measures

- Number of alcohol related fatalities
- Number of DWI interventions and arrests
- Number of sobriety checkpoints
- Number and percent of recidivists identified prior to trial
- Number of judges and prosecutors trained



Strategies

AL-01-01 DWI Patrol Units - Commonwealth Police

Specialized DWI Patrol Units exist in all 13 Commonwealth Police Areas and they will be strengthened with the acquisition of: additional vehicles to increase enforcement on weekends (4 nights) and during the 5 HVE activities mentioned earlier; Utility Vehicles needed for carrying sobriety checkpoints materials and towing some of the equipment; BAT Mobiles to be used for sobriety checkpoints by the Department's 13 Police Areas; and breath test equipment (Intoxilyzer 5000EN) to be placed in the Department's different units for the DWI detection. Since these patrols are weekend/nighttime patrols, stipends will be funded for the agents, breath test equipment technicians and Supervisors. Overtime funding for participation in the mobilizations, National Crackdowns and other HVE activities is also included.

AL-01-02 Breath Testing Unit - Commonwealth Police

This unit maintains and repairs breath test equipment around the island and personnel are called to testify in court. Additional preliminary breath test equipment (Alco-Sensors), replacement parts and supplies will be funded.

AL-01-04 Chemical Analysis Unit - Health Department

Judges insist, in many DWI cases, that the Health Department chemist charged, by law, with verifying breath test equipment calibration and analyzing blood samples, testify in court. Many cases are dismissed due to lack of chemists. This project provides funding for additional chemists, medical technicians, contractual services, office and educational supplies, training and local and state side travel.

AL-01-05 Judicial Training Program - Courts Administration

Due to the many changes in law, judges are in need of continuous education. A course has been developed on breath test equipment, changes in law, and raising awareness among the judges of the importance of impaired driving cases. Costs associated with the two trainings to be offered during 2010-11 will be funded. Also, there are state-side training courses on dealing with DWI offenders that judges are encouraged to attend. This project will cover these costs.



AL-01-06 Special DWI Prosecutor Unit - Department of Justice

In order to improve the processing of DWI cases and increase the identification of recidivists, a special investigator, administrative coordinator and one secretary will be funded at the Justice Department headquarters. Also, stipends for thirteen technicians (data collectors) that will provide follow up and assistance to the Prosecutors in the compilation of the required data to prepare and defend the cases will be funded. With the many changes to the law, judges are in need of continuing education. As with the Judicial Program, a seminar has been developed on the changes in the law, breathe test equipment and raising awareness among the prosecutors of the importance of impaired driving cases. Costs for training, equipment, salaries, materials, local and stateside travel, and stipends are included.

AL-01-12 Impaired Driving Mass Media Campaign - PRTSC

This campaign includes production for the paid media associated with the Crackdowns and the production costs for Radio and TV spots, printed materials and exhibition booth. The campaign will target people in the 16-25 age group, which represent the highest age group involved in fatal alcohol crashes within the last years. Costs for office supplies, rent, maintenance and purchase of equipment, state and local travel, and training are included.

AL-01-13 Impaired Driver Coordinator-PRTSC

Reducing impaired driving is one of the PRTSC's priorities. Many Commonwealth and Municipal agencies, as well as advocacy groups are involved in this effort as well. A coordinator, specialized in DWI programs, is needed to follow progress in the many projects and offer expert advice based on knowledge received from training and literature review. Costs for equipment, salary, state and local travel and training are included.

AL-01-22 Paid Media Evaluation-Consultant

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

AL-01-23 Luis A. Señeriz Foundation/MADD Puerto Rico 

MADD is a non-profit organization, and a well-known advocacy group. The PRTSC has helped the Puerto Rico Chapter with administrative expenses, educational materials and

activities. In addition, funding will be provided to continue the implementation of the nationally recognized “Protecting You, Protecting Me” program for school children.

YOUTH ALCOHOL YA-02

Overview

The number of young drivers involved in fatal crashes in Puerto Rico is high; especially alcohol related. Although we have seen a decrease throughout the years, during 2009, a total of 36 drivers, ranging from the ages of 16-25 lost their lives while intoxicated. See Table V.

In Puerto Rico, the legal drinking age is 18, contrary to the United States, where the legal drinking age is 21. Alcohol is very much accessible to youth, since it can be bought almost everywhere: gas stations, supermarkets, restaurants. Also, not everyone who sells alcohol asks for proper identification, making it much easier to buy it for themselves and their peers.

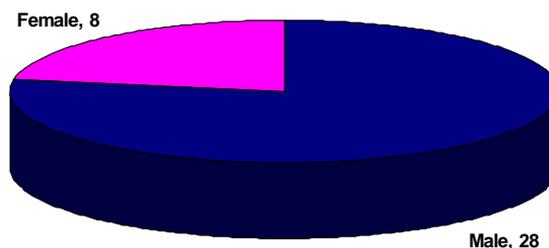
TABLE V 16-25 YEAR OLD ALCOHOL RELATED FATALITIES

Year	Total of Alcohol Related Fatalities	16-25 Year Old Alcohol Related	Percentage
2005	202	53	26%
2006	171	38	22%
2007	193	58	30%
2008	172	35	20%
2009	138	36	26%
TOTAL	876	220	25%

*DATA TO DECEMBER 31, 2010. DATA SOURCE: FARS 2005 – 2009

During 2009, among the age group of 16-25, males were identified as the highest fatality group by gender in alcohol related fatalities. We had a total of 28 male fatalities, while females had 8 fatalities. See Figure V. The two days of week that had the most 16-25 alcohol related fatalities, were Saturday and Sunday, both with a total of 12 fatalities each. See Figure VI. On the other hand, the time of day with the highest alcohol related fatalities among 16-25 year olds, was during 10:00PM - 1:59AM with a total of 15 fatalities. See Figure VII.

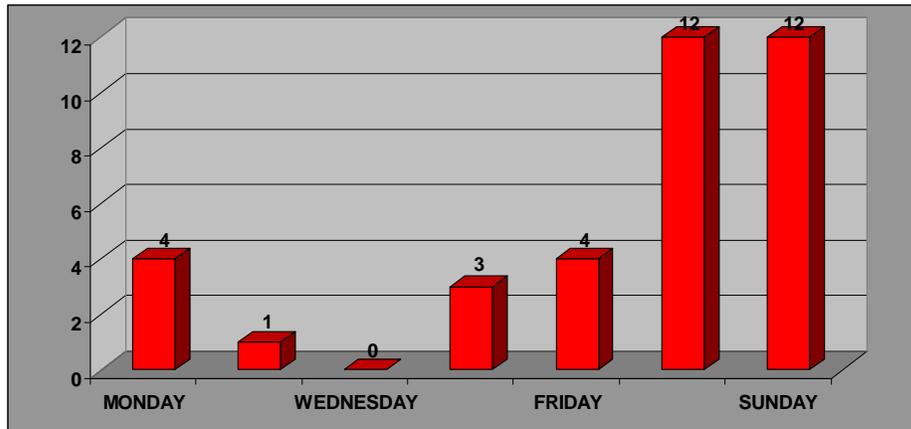
FIGURE V 16-25 YEAR OLD ALCOHOL RELATED FATALITIES BY GENDER 2009



DATA SOURCE: FARS 2009



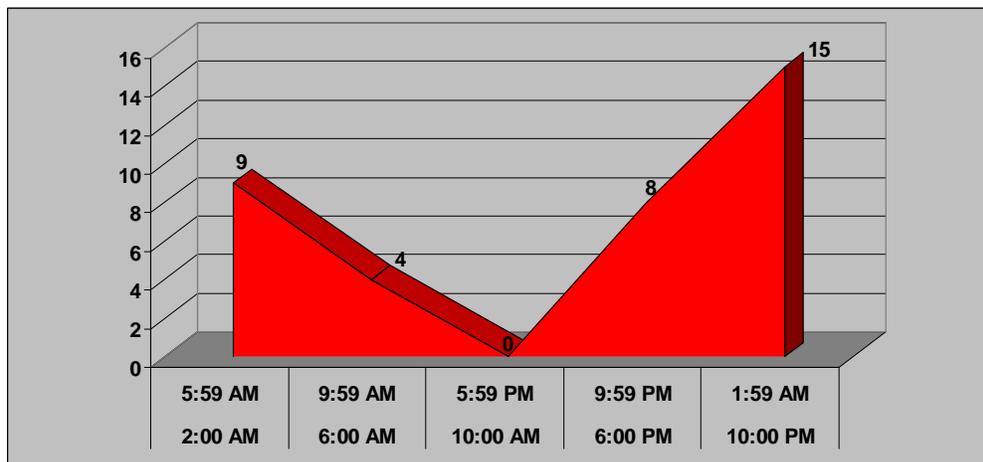
FIGURE VI 16-25 YEAR OLD ALCOHOL RELATED FATALITIES BY DAY OF WEEK 2009



DATA SOURCE: FARS 2009

Although Puerto Rico is lacking an Age 21 MDA law, we have achieved a Zero Tolerance Law for people under 18 and a .02% BAC law for people between the ages of 18 to 21. The PRTSC has targeted youth with various awareness programs. As a complement to the enforcement and PI&E efforts contained in the alcohol section of this plan, the PRTSC will continue and expand efforts to reach youth. This awareness is expected to provide the political and public permissions needed for legislation and stricter enforcement.

FIGURE VII 16-25 YEAR OLD ALCOHOL RELATED FATALITIES BY TIME OF DAY 2009



DATA SOURCE: FARS 2009



Performance Goals

- Reduce youth alcohol related fatalities by 10% from a five year (2005-2009) average of 25% to 23% by 2011

Legislative Goals

- Age 21 MDA
- Zero Tolerance

Performance Measures

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

Strategies

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

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

YA-02-18 Youth Mass Media Campaign - PRTSC

TV, radio spots and printed material directed to youth will be developed and delivered through the media and events that youth frequent. Costs for rent and maintenance of equipment, contractual services, and state and local travel are included.

DATA SOURCE: DOT 2006

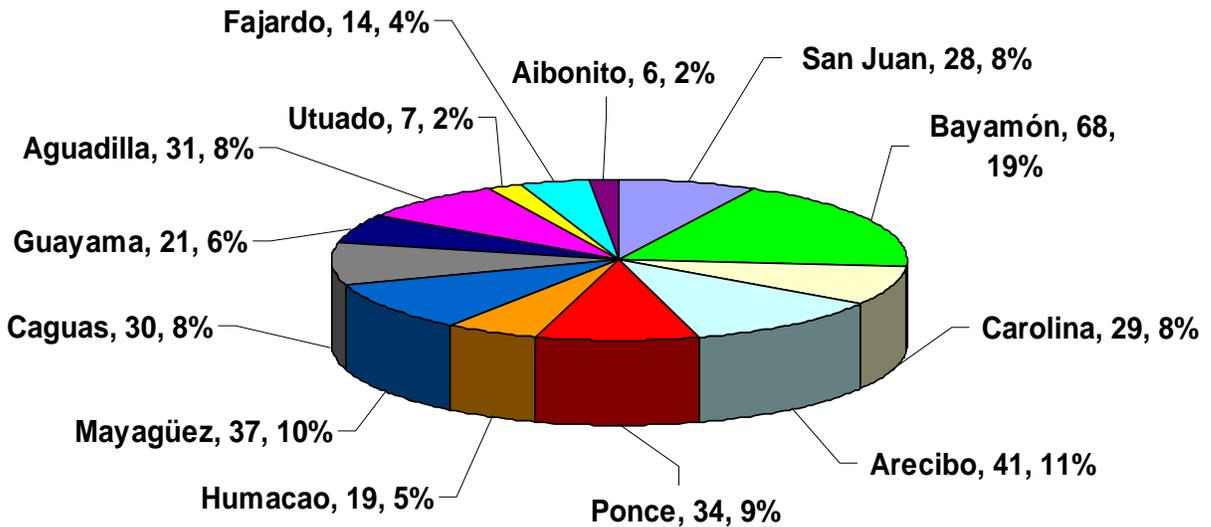


In 2001, however, Law 22 was passed, effective January 7, 2001, and, among other provisions, fines for speeding were increased from \$15.00 to \$50.00 and \$5.00 for every mile over the speed limit. This was a significant increase and had an immediate result in reducing traffic fatalities, as a matter of fact; more than 200,000 speeding tickets were issued by police agencies in 2009.

Also, Law 22 increased the fines for safety belt and child restraint violations from \$10.00 to \$50.00 and \$100.00 respectively. Safety belt usage is now 91.7% in Puerto Rico thanks to the stiffer penalties and enforcement. In addition, an amendment to Law 22 became effective in January 2007, increasing the fine from \$50 to \$250 for running a red light and from \$25 to \$150 the yellow light.

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

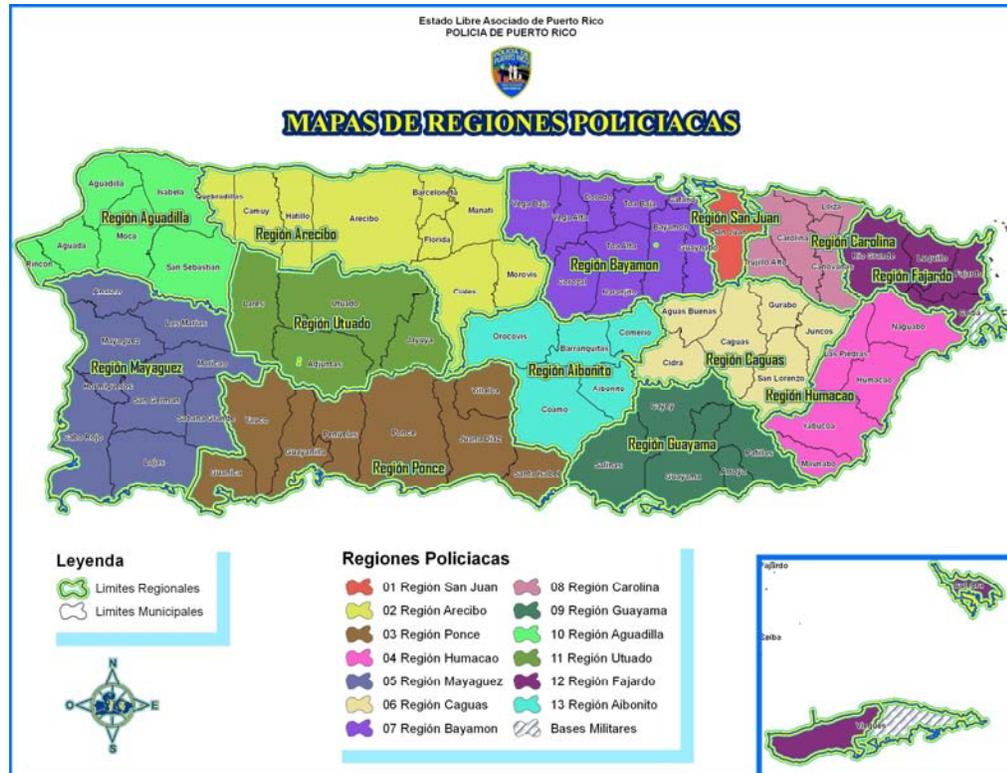
FIGURE VIII FATALITIES BY PRPD AREAS 2009



DATA SOURCE: PRPD 2009

For the year 2009, as shown on Figure VIII, the PRPD area with the highest percentage of fatalities was Bayamón, with 68 fatalities or 19% followed by the Arecibo Region with 41 fatalities or 11% and the Mayagüez Region with 37 fatalities or 10% of the fatalities.

FIGURE IX PUERTO RICO POLICE DEPARTMENT REGIONS



One of the PRTSC’s greatest achievements in the Police Traffic Services area is the integration of 62 municipal police agencies around the island into the traffic enforcement effort by establishing municipal traffic patrols and participating in the national waves and crackdowns along with the Commonwealth Police. The following tables present data on the Commonwealth and Municipal Police Agencies for the past five years.

TABLE VIII COMMONWEALTH’S POLICE EFFORTS

FY	SPEED Citations	DWI Interventions	DWI Arrests	SEAT BELT Citations	OTHER Moving Violations
2005	277,018	19,837	15,540	219,680	309,187
2006	229,820	23,843	19,566	208,180	291,828
2007	215,915	20,954	16,686	208,574	308,979
2008	222,222	17,619	14,568	238,301	338,808

Performance Goals

- Reduce total speed related fatalities by from 156 in 2009 to 145 for 2011
- Conduct training 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 waves

Strategies

PT-03-01 Speed Enforcement-Commonwealth Police

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

PT-03-02 Traffic Police Training - Commonwealth Police

Training of Commonwealth Police in radar, breath test equipment and other traffic enforcement strategies are conducted at a traffic enforcement training center. Costs of materials, equipment, stateside training, consultant training and stipends are included in this project.

PT-03-03 Police Programs Coordinator – PRTSC

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

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

As with all enforcement efforts, PI&E is a necessary component. This project will fund the production of TV and radio spots, print and office material. Costs for rent, purchase and maintenance of equipment, contractual services, and state and local travel are included.

PT-03-19 Traffic Patrol Overtime

This resource is to be used by the PRPD to increase traffic enforcement with emphasis on safety belt usage and participation in the National Crackdowns. Equipment and overtime will be funded.

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

This is training for PRPD and Municipal Police in radar, breath test equipment and other traffic enforcement strategies and techniques necessary; especially for those new to traffic enforcement. Training materials, instructors, travel and related costs will be funded.

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

This project will establish a crash scene investigation training as part of the curriculum. It will prepare and equip police investigators to determine causal factors of traffic crashes and prepare evidentiary information. Instructors, teaching aids, office and educational materials, purchase and maintenance of equipment will be funded. Training, local and stateside travel will also be funded.

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

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

PT-03-27 Municipal Police Traffic Enforcement

Funds will cover radar and breath test equipment and maintenance, training, educational material, overtime for mobilizations and crackdowns, patrol vehicles and maintenance, and any other related costs. These agencies will provide aggressive traffic enforcement in their respective municipalities. See Figure X and the following table.



TABLE X MUNICIPAL POLICE PROJECTS

PT Project #	Municipal Police Project of:	PT Project #	Municipal Police Project of:
03-05	Guaynabo	03-60	Ponce
03-06	Toa Baja	03-61	Utua
03-08	Cidra	03-62	Coamo
03-13	Morovis	03-63	Yauco
03-15	Aguadilla	03-65	Dorado
03-16	Jayuya	03-66	Naranjito
03-17	Vega Alta	03-67	Fajardo
03-18	Gurabo	03-69	Toa Alta
03-25	Florida	03-70	Trujillo Alto
03-31	Moca	03-71	Humacao
03-33	Cataño	03-73	Lares
03-34	Cayey	03-74	Barceloneta
03-35	Ciales	03-75	Juana Díaz
03-36	Lajas	03-76	San Germán
03-38	Maunabo	03-78	Isabela
03-39	Quebradillas	03-79	Comerio
03-41	Orocovis	03-81	Mayagüez
03-45	Arecibo	03-82	Barranquitas
03-46	Bayamón	03-83	Guánica
03-47	Carolina	03-86	San Sebastián
03-48	Hatillo	03-88	Camuy
03-49	San Juan	03-89	Villalba
03-51	Ceiba	03-91	Guayanilla
03-50	Vieques	03-92	Naguabo
03-52	Caguas	03-93	Arroyo
03-53	Juncos	03-94	Corozal
03-54	Las Marias	03-95	Guayama
03-55	Manatí	03-96	Hormigueros
03-56	Rincón	03-97	Aguas Buenas
03-57	San Lorenzo	03-98	Yabucoa
03-58	Cabo Rojo	03-99	Las Piedras



PLANNING AND ADMINISTRATION

PA-04

Overview

The Puerto Rico Traffic Safety Commission (PRTSC) has the responsibility to coordinate the development and implementation of traffic safety programs. The Executive Board includes representatives of the following agencies: DOTPW, Department of Health, PRPD, Department of Education, Department of Justice, Courts Administration, ACAA, ASSMCA, PSC, and a representative of the Public Interest and a Youth Representative.

By law, the Executive Board is presided by the Governor. Traditionally, the Governor has designated the Secretary of Transportation as the Representative. The Executive Director is selected by the Executive Board and is responsible for the administration of the agency and its staff. Among the responsibilities of the PRTSC are to: identify problems, develop strategies and solutions to those problems, prepare an annual work plan, administer Federal and Commonwealth funds assigned to traffic safety, develop a PI&E campaign, monitor progress in the implementation of programs, and evaluate effectiveness of the programs. In accordance with the NHTSA's new performance measures, surveys will be conducted: impaired driving, seat belt use, speeding and helmet use.

Performance Goals

- Implement, evaluate, coordinate and monitor the HSP tasks during FY2011
- Plan and manage the available funds adequately, including to speed-up liquidation rate.

Strategies

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

Five Program Managers (monitors) will be funded with state (1) and federal (4) funds to follow up on the operational and fiscal activities of the projects, on a daily basis. Provide technical assistance, promote timely vouchering. Salaries, local and stateside training, travel expenses, materials and equipment will be funded.

PA-04-03, PA-04-08, PA-04-09, PA-04-10 Administer Program-PRTSC

In order to provide support for the general administration of the highway safety program, allowable limits of federal funds will be used for salaries, equipment, materials, single audits, other consulting needs such as survey consultants, and travel expenses for the Executive Director and staff for local and state-side activities.

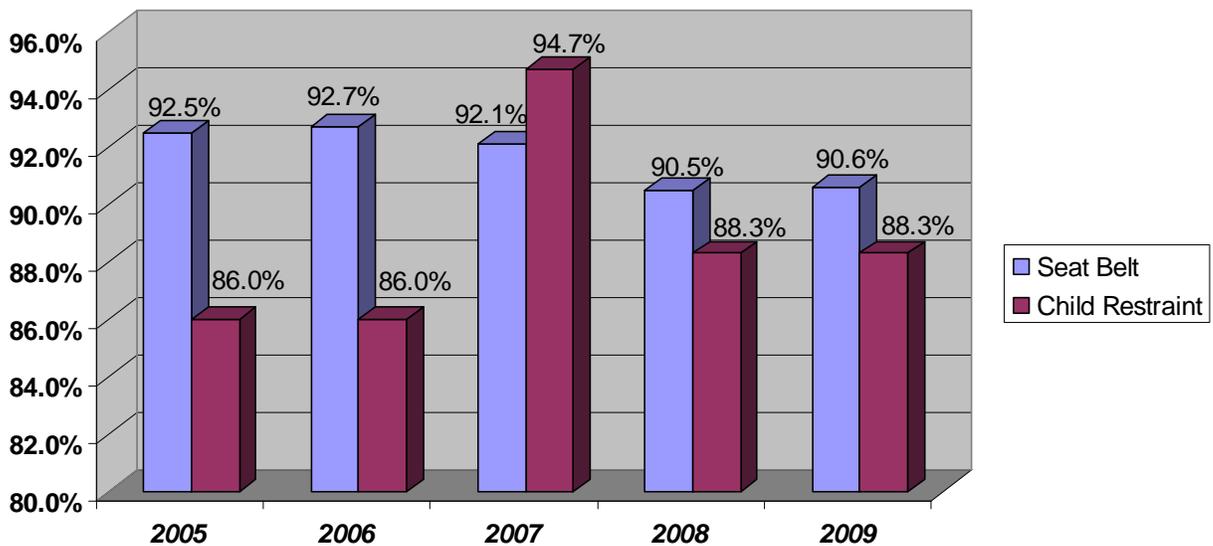
OCCUPANT PROTECTION OP-05

Overview

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

After a decade of minimal enforcement but aggressive PI&E, strict enforcement began in the early 1980’s. As the data in Figure XI indicates, the usage rate in 2009 was 90.6%.

FIGURE XI SAFETY BELT AND CHILD RESTRAINT USE



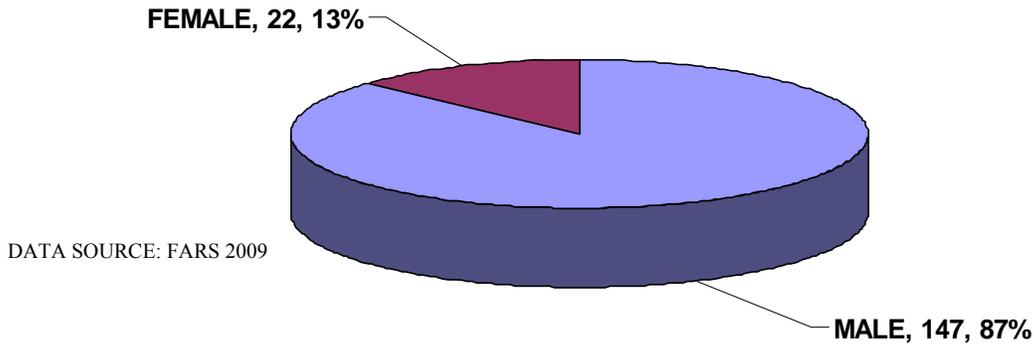
DATA SOURCE: EXTERNAL CONSULTANT MARKETING CENTER

Many initiatives have helped achieve this rate. Safety belt and child restraint use is enforced vigorously as part of standard traffic enforcement activities throughout the year. Participation in the national enforcement “waves” for the past several years, the incorporation of municipal police agencies to the effort and an aggressive PI&E

campaign with a strong enforcement message have been elements of the program. Over 215,000 seat belt and child restraint tickets were issued during 2009. In order to increase usage continued participation in the national efforts, increased enforcement and awareness are needed.

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

FIGURE XII NON-RESTRAINED PASSANGER FATALITIES BY GENDER



In 2000, an Executive Order established fire stations in Puerto Rico as permanent fitting stations and firemen as Child Passenger Safety Technicians (CPST). In 2003, this Executive Order became law. To date, there are 62 fire stations (out of 92) and 26 Community Programs (out of 29) that have established fitting stations. Inspection clinics are also conducted periodically with the cooperation and partial sponsorship of commercial chains such as Wal-Mart, K-Mart, Burlington and USA Baby. Efforts must be made to continue opening fitting stations, training technicians, making the public aware of the locations of the stations and increasing enforcement.

TABLE XI PASSENGER VEHICLE OCCUPANT FATALITIES AGE 5 AND ABOVE

Year	Fatalities Age 5 and Above*				
	Total	Restraint	Unrestraint	Unkown Restraint Use	Percent Known Restraint
2005	212	88	124	0	42%

PUERTO RICO TRAFFIC SAFETY COMMISSION

2006		100	122	0	45%
2007	199	84	115	0	42%
2008	166	79	87	0	48%
2009	169	65	104	0	38%

*Percent Based Only Where Restraint Use Was Known

Performance Goals

- Increase safety belt use from 90.6% in 2009 to 92% in 2011
- Increase child restraint use from 88.3% in 2009 to 91% in 2011
- Fifteen (15) additional fitting station in FY 2011
- Include mandatory Booster Seats for 5-8 year old children

Performance Measures

- Number of seat belt tickets
- Number of police agencies participating in “waves”
- Number of child seat fitting stations
- Number of CPST’s
- Number of paid media and earned media units

Strategies

OP-05-02 Observation Surveys - PRTSC

Observational surveys are the means to determine usage rates, establish goals and evaluate progress. This project funds a data collector to observe safety belt, child restraint and motorcycle helmet use. Salaries, local and stateside travel, equipment, training, and related costs are also funded.

OP-05-03 Occupant Restraint Coordinator - PRTSC

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

OP-05-04, OP-05-22 Occupant Protection Mass Media and Education Campaign - PRTSC

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

OP-05-27 CPST Training - PRTSC

Activities under this project include training of additional CPST's and provides funding for training equipment, training materials, travel, per diem, lodging, and other related costs. CPST's participate in publicized inspection clinics, and this project also provides for the necessary supplies and equipment to carry out the clinics. Purchase of safety seats for the clinics, and loaner programs at the fitting stations and community programs will

be funded. Maintenance for the vehicle needed to carry equipment (seats) for clinics or distribution, will be funded.

OP-05-29 Observational, Knowledge and Attitude Surveys - PRTSC

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

OP-05-39 Fitting Stations - PR Fire Department

Assistant coordinators will be funded and receive stipends. Certified CPST's will receive a stipend. Child restraints, equipment rental for inspections and or clinics, materials and maintenance for the vehicles needed to carry equipment (seats) for clinics or distribution, will be funded.



COMMUNITY PROGRAMS

CP-06

Overview

Community Traffic Safety Programs (CTSP) are an integral part of highway safety programs around the Nation. Local program directors are more familiar with their communities and their traffic safety problems, local leaders, local agencies, civic groups and municipal police. In larger states with diverse populations and different traffic safety problems in parts of the state, local programs are very important.

These community programs, as in other states, coordinate enforcement efforts, enlist community leaders, offer traffic safety conferences in schools, industry community groups and others, prepare and distribute educational materials, administer loaner programs and actively participate in activities organized by the PRTSC. The CTSP's are also instrumental in mobilizing police and other resources for the National Crackdowns.

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

FIESTA PROGRAMS

Since FY2010, the FIESTA Programs are no longer under the Youth Alcohol Program Area (YA-02). They were evaluated and found to be CTSP's. Originally, the FIESTA Programs were created to conduct awareness campaigns, develop materials, and conduct workshops and research projects related only to impaired driving among youth. Throughout the years, the FIESTA Programs began to broaden their awareness campaigns with other traffic safety measures other than alcohol. This year, the PRTSC plans on broadening the FIESTA Programs. Currently, we have eleven (11) FIESTA Programs island-wide; each reaching college students and their peers.

The PRTSC has a total of twenty nine (29) Community Programs (including the FIESTA Programs). See Table XVI.



TABLE XII PRTSC COMMUNITY PROGRAMS

Code	Program	Code	Program	Code	Program
CP-06-02	Juncos	CP-06-19	Juana Díaz	CP-06-34	FIESTA VI UPR Mayagüez
CP-06-04	Luquillo	CP-06-20	Lares	CP-06-35	FIESTA VIII UPR Cayey
CP-06-06	Florida	CP-06-21	Isabela	CP-06-36	FIESTA IX UPR Ponce
CP-06-07	Morovis	CP-06-22	Sabana Grande	CP-06-37	FIESTA X OAJ
CP-06-09	Caguas	CP-06-23	Trujillo Alto	CP-06-38	FIESTA CREATIVO Hogares Crea
CP-06-14	Ponce	CP-06-28	San Germán	CP-06-39	FIESTA XI UPR Aguadilla
CP-06-15	Barceloneta	CP-06-29	Naranjito	CP-06-40	FIESTA XIII UMET
CP-06-16	Comerio	CP-06-43	Lajas	CP-06-41	FIESTA XIV UPR Ciencias Médicas
CP-06-17	Toa Alta	CP-06-32	FIESTA II UPR Rio Piedras	CP-06-42	FIESTA UPR Utuado
CP-06-18	Humacao	CP-06-33	FIESTA III Liga Atlética de SJ		

Performance Goals

- Maintain PRTSC presence in 72 of the 78 municipalities through the CTSP’s

Performance Measures

- Number of municipal police participating in “waves”
- Number of traffic tickets
- Number of conferences and presentations given

- Number of people reached
- Number of FIESTA Programs



Strategies

CP-06-32, CP-06-34, CP-06-35, CP-06-36, CP-06-39, CP-06-41, CP-06-42 FIESTA - University of Puerto Rico

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

CP-06-33 FIESTA III – Police Athletic League of San Juan

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

CP-06-37 FIESTA CREATIVO- Hogares Crea, Inc.

Hogares Crea is a non-profit organization that offers drug and alcohol rehabilitation, which accepts people who voluntarily desires treatment. These volunteers conduct awareness campaigns and workshops related to highway safety. Stipends, contractual services, office and educational materials, training, purchase and maintenance of equipment, and local and stateside travel are included.

CP-06-38 FIESTA X- Oficina Asuntos de la Juventud (OAJ)

OAJ is part of the Governor’s Office. This FIESTA program reaches Puerto Rico’s high-risk youth communities through workshops, special events, development and distribution of materials, and many other activities related to highway safety. Salaries, educational materials, purchase and maintenance of equipment, and local and stateside travel are included.

CP-06-40 FIESTA UMET - Metropolitan University of Puerto Rico

UMET is a private, non-profit institution, which has developed its own FIESTA like program called PISTA (Programa Instruccional sobre Seguridad en el Tránsito or Instructional Traffic Safety Program). Stipends for student instructors, salaries, office and

educational materials, training, purchase and maintenance of equipment, and local and stateside travel are included.



TRAFFIC RECORDS

TR-07

Overview

Puerto Rico's Traffic Records Coordinating Committee's ultimate goal is on-site electronic crash data collection. New technological developments in law enforcement promise radical changes in the way our police officers collect and share data. On 2006 Puerto Rico submitted five projects in a Strategic Plan to request funds of Section 408 Traffic Records, to make improvements in the crash database system. The project was submitted according with the prioritized project that includes revisions on the new police accident report and the databases.

New developments since the original plan in 2006 have made necessary to modify the original projects. During the first months of 2009, the TRCC program was evaluated and members from the technical level were invited to join this effort. This was combined with a greater oversight from members from the Executive Level through the Traffic Records Coordinator. These were the two main recommendations of the Traffic Records Assessment in January 2007 for the TRCC structure.

Changes were needed in the relationship between the TRCC and some of the agencies represented in that Committee. Funds for the first year (2006) were assigned to the Police Department and Department of Transportation to improve their systems. This included the new digitalized police accident report with OCR technology, and the new data warehouse and modifications on the existing DOT database. New computer equipment was provided to the Accident Analysis Office. However, due to a lack of technical resources and oversight, little progress was made. Other situations, such as the turnout of human resources at the Accident Analysis Office and the hiring freeze have further deteriorated the timeliness of the data. In addition, the involvement of the Police Department in the TRCC was non-existent at the time of our evaluation in 2009.

Performance Goals

- Reduce the time between crash and data availability in the database by reducing the crash records backlog.

- Develop a pilot program to provide both electronic devices for crash records entry on-site and a web form to enter crash reports electronically from police stations or regions.
 - Redesign the crash report for use both manually and electronically.
 - Develop a traffic records data warehouse with initial emphasis on crash, vehicle and driver data.
-
- Provide access to the Crash Records Database (and Data Warehouse in the future) to PRTSC board agencies.
 - Analyze traffic data using both spatial (GIS) and statistical methods for the PRTSC.
 - Integrate license point's data into DAVID+ and activate the license suspension process for those violators with enough points to do so.
 - Integrate weight and tonnage data for commercial vehicles into DAVID+.
 - Provide for the development of a new Patient Care Report (PCR), NEMSIS compliant and new data systems that can be integrated to the Traffic Records Warehouse.

Performance Measures

- Number of crash reports in the backlog entered into the database.
- Time between crash and data availability in DTPW database.
- Number of police regions submitting crash report data electronically to the database.
- Number of MMUCC data elements in the new PAR.
- Percent completed of development of new crash records database residing on DOT.
- Number of PRTSC board agencies with access to crash data (and the traffic records warehouse as it is developed).
- Number of users that can access the Crash Records Database (and the traffic records warehouse as it is developed).
- Number of years of fatality data processed for statistical and spatial (GIS) analysis.
- Number of driver licenses suspension warning notices issued.
- Number of driver licenses suspension notifications issued.
- Number of commercial vehicles with updated weight and tonnage information in DAVID+.
- Number of NEMSIS data elements included in the new PCR.

Strategies

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

The Information Officer will provide the PRTSC Director and other staff crash data, as needed, by accessing the crash file maintained by the Accident Analysis Unit and other primary agencies that integrate the Traffic Record Coordinating Committee (TRCC). Data needs for problem identification for the development of the HSP and for the Annual Evaluation report and other needs on demand will be provided, focusing on the fatality

and serious injury data. In order to coordinate the projects of the many agencies included in the TRCC a Traffic Records Coordinator was appointed. The short-range goal is to provide spatial and statistical analysis of the three most recent years of fatality data for the PRTSC. The medium-range vision of the TRCC is to provide an analysis tool that will serve the PRTSC and other agencies in the development of a Strategic Highway Safety Plan. The SHSP will serve as the main safety plan island wide across agencies and

jurisdictions. Funding will cover personnel costs, materials, equipment, local and stateside training, consultants if needed, maintenance contracts to protect the data, and computer time.

TR-07-03 Traffic Records Technology Update – Police Department, DOT/ PRHTA

With the implementation of the new digital Police Accident Report form data collected at the crash scene will be transmitted to the DOT database. The TRCC will work on these two methods simultaneously with the Traffic Police Bureau and one or more of the 13 Police Regions as a pilot program during 2011. The crash report will have two delivery avenues: electronic device and paper form entered in a web form. The new PAR will be digitalized to ensure it will be accessible to other agencies. There is a project in progress to that effect. Funding will cover consultant costs, materials, equipment, and training of police officers in the new PAR and electronic equipment.

The Committee envisions using the same electronic device for e-tickets and crash reports in order to rapidly progress towards achieving traffic records data. E-tickets are in the development stage and should be implemented in 2011. Another goal for the e-tickets program is to receive daily updates of tickets issued for the different enforcement programs to improve oversight. The TRCC is receiving proposals from EMS to provide the necessary support for proposal(s) to update EMS data collection, storage and integration with other traffic records data.

The TRCC is also working on the effort to collect and integrate weight and tonnage data for commercial vehicles into DAVID+ by improving enforcement activities and permanent weight stations. Additional alternatives currently under study include integrating data from the Planning Areas of the DTPW may provide valuable information for additional enforcement.

TR-07-04 Crash and Injury Surveillance Data Warehouse and Statistical System- Police Department and DTPW / PRHTA

A new digital Police Accident Report form will be implemented to collect crash data at the scene with more accurate and reliable information from the Police Department and Department of Transportation databases. Using existing GIS mapping layers from the Police Department and the new electronic device, crash data could be updated daily into a new system in the Department of Transportation. Also, the web form will include a location tool to electronically transmit data and approximate location real-time into the

database. The crash data warehouse system will in time include access to DAVID+ and other traffic records for automatic entry of driver and vehicle information into crash reports and to share the data between agencies. The TRCC envisions that once the data is available in the warehouse, any effort to retrieve any necessary statistical analysis will be small enough to include it as an early phase of the project. Funding will cover consultant costs, materials, equipment, and training of police officers in the new PAR web form.

TR-07-XX Crash Form Redesign – Police Department, DTPW / PRHTA, Public Service Commission

The TRCC found that the Police Accident Report approved by the Committee in 2008 was not final. In addition, the use of OCR for this form made it cumbersome and unreadable. TRCC Sub-committee 1 found no other jurisdiction using OCR for crash reports. Furthermore, Arizona DPS recent experience with OCR was a disaster with an average 35% error rate. Therefore, it was decided to redesign the paper form that could also be easy to read in an electronic device (on-site or by web form).

The TRCC has no option but to implement the new form along with a new crash data system. We learned that there is a training process that should run simultaneously with the development of a new crash data system in order to implement both the new form and the new system at the same time. The Committee also found that many municipalities use the same PAR, but with a Municipal Form number, which will need to change as well. Some municipalities are in the process of implementing electronic forms, further complicating the mission to implement the new form island wide. It was decided to implement an electronic training system (video, possibly web based) with supplemental materials (manuals, visor cards, and others) and a regional “train the trainer” approach in order to reach all officers involved in crash form preparation.

TR-07-10 Traffic Records Backlog Update – PRTSC, DOT/ PRHTA

At the moment of the 2009 TRCC evaluation, there were in excess of 1 million paper PAR’s in the backlog. The Accident Analysis Office does not have the manpower to even reduce this backlog due to the personnel losses and hiring freeze. Therefore, an aggressive program to catch up the data with external resources will be on late 2010. This will meet to requirement of Article 409 of Act. Number 22 to include critical statistical information of all crashes for the years 2006-2010.

This in combination with the electronic submission of PAR by the Police Department should relieve the Accident Analysis Office. This will allow backlog entry quality assurance and control, training for the Police Department and other crash data quality control and analysis duties to be taken over by the office without further resources. Funding will cover consultant costs, purchase of materials and equipment.

TR-7-11 Traffic Records Point System - PRTSC, DOT / PRHTA

Since May 2005, the Point System process has been problematic not immediately impact on drivers who commit moving violations and start with the accumulation of points or demerits in their license records.

The Points System has three scales, according set out in our DMV Regulation 7524, known as "Regulation to establish a point system or rating scale".

12-15 points	First Notice
16-24 points	For Counseling Orientation/Citation
25 points or more	Suspension

When making a suspension to comply with due process of law, by the time a driver has 25 or more points, a warnings or citations should have been completed.

The Department of Information Technology is responsible for preparing the reports of the three scales and these are usually issued annually.

The most efficient way to comply with due process of law, is to mechanize the procedure through the database system known as DAVID +. It is essential to the creation of the Point System module providing TRCC funds for system development during FY 2011.

Thus, once the driver begins with the accumulation of points and can reach 12 points, falls immediately in the process. The system identifies it and leaves the letter with a copy of the Customer Report printed on the back. If a driver accumulates 16 to 24 points, the system will be programmed to issue monthly reports, which employees work each CESCO, proceeding to scheduling the dates and call drivers. For both levels, the data will be updated on the screen, so that each driver's record is updated and in turn evidences the operation undertaken.

In the cases of 25 or more points, the system will be programmed to issue monthly reports, which employees work DISCO. Considering that the Agency and management conducted prior to suspension (First Notice - Guidance). Management will be evidenced in the Point System screen. It should be mentioned that analysis of suspension to find the term of suspension that applies in each case, the system will perform.

PUERTO RICO TRAFFIC SAFETY COMMISSION

2005	134	23%	8%
2006	140	22%	20%
2007	144	31%	11%
2008	127	27%	12%
2009	109	26%	16%
Average	131	26%	13%

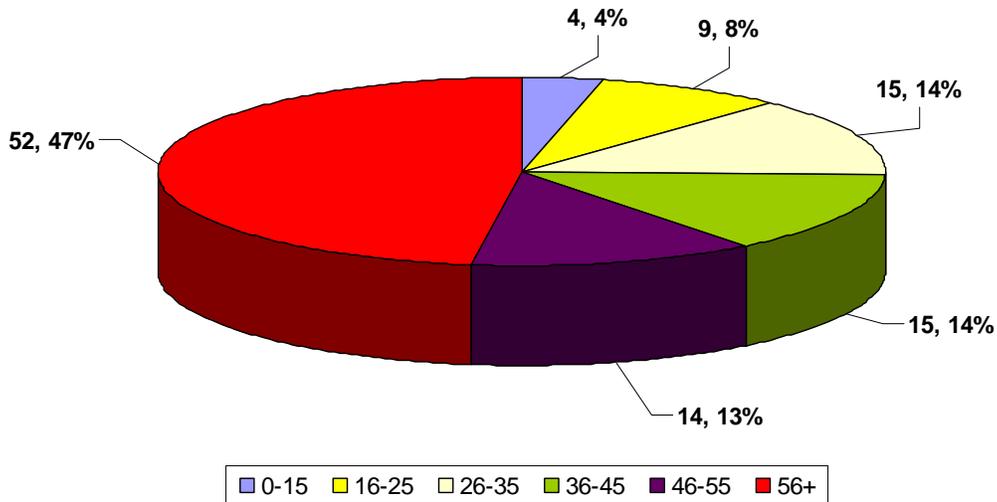
DATA SOURCE: FARS 2005-2009

TABLE XV 56 + PEDESTRIAN FATALITIES BY YEAR

Years	Fatalities 56 +	Total	Percentage
2005	64	134	47%
2006	57	140	41%
2007	55	144	38%
2008	52	127	41%
2009	52	109	48%
Total	280	654	43%

DATA SOURCE: FARS 2005-2009

FIGURE XIII PEDESTRIAN FATALITIES BY AGE GROUP 2009



DATA SOURCE: FARS 2009

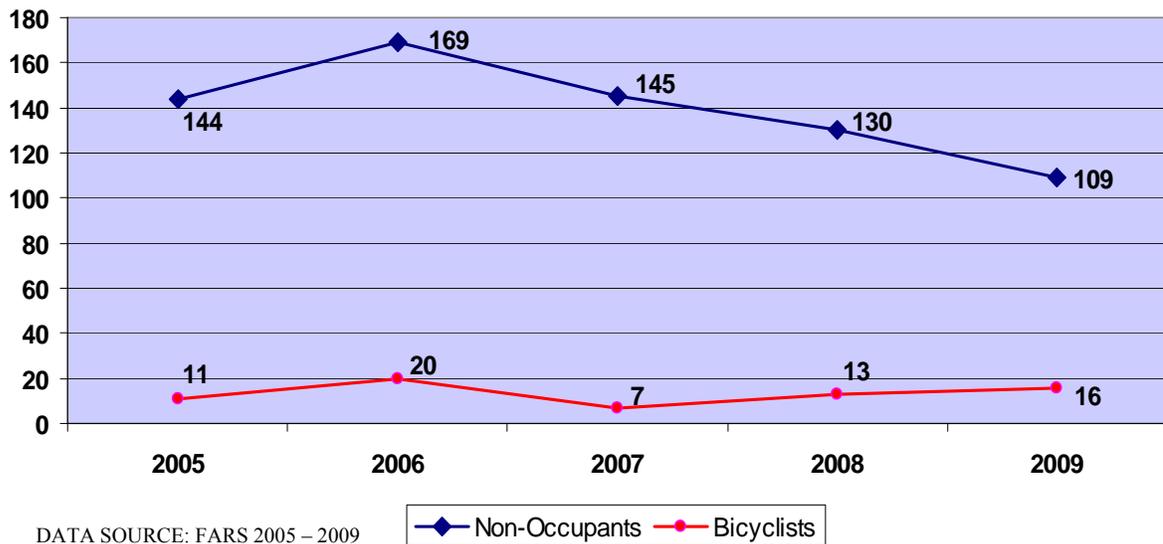
Awareness of the dangers of becoming another victim in a traffic crash to pedestrians and cyclists is very important. Motorists must be aware of their responsibilities towards pedestrians and cyclists as well. Puerto Rico’s Vehicle and Traffic Law includes Articles on the responsibilities of the pedestrian and bicyclist as well as responsibilities of drivers towards pedestrians and bicyclists, but this information has not been widely disseminated.

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

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

Bicyclist safety requires the support and coordinated effort of multidisciplinary agencies to carry out the message that bicyclists should follow the same rules of the road as motorists and the importance of sharing the road. Figure XIV shows the bicyclist and non-occupant fatalities by year.

FIGURE XIV BICYCLIST AND NON-OCCUPANT FATALITIES BY YEAR



Enforcement efforts in the Alcohol module and the Police Traffic Services module will help reduce the incidence of DWI and speeding. We believe this effort will have an impact in reducing pedestrian, bicyclists and other non occupant fatalities.

Performance Goals

- Reduce pedestrian fatalities from an average of 156 (five year average) to 141 in 2010
- Reduce bicyclist fatalities from an average of 13 (five year average) to 10 in 2010
- Reduce total non occupant fatalities from a five year average of 156 to 150 in 2010

- Conduct educational campaigns on pedestrian and bicycle safety as well

Performance Measures

- Number of pedestrian and bicyclist fatalities
- Number of educational materials developed and distributed
- Number of students educated on pedestrian and bicycle safety
- Number of elderly reached

Strategies

PS-08-01 Non Occupant Coordinator - PRTSC

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

PS-08-02 Traffic Safety Education Park – PRTSC-Arecibo

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

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

Mass media materials will be developed to make pedestrians, bicyclist and drivers aware of their responsibilities as they share the roads. In addition, funds will provide for expenses related to special activities such as “Back to School”, “Walk to School Safely” and “Pedestrian Safety Month”. In addition create a new campaign addressed to the 56 + population.

PS-08-11 Traffic Safety Education Park - Caguas

The municipality of Caguas established an educational park, similar to PESET in coordination with the PRTSC. The land area and construction are provided by the Caguas administration and traffic safety funds will provide for a project director, educators, materials, equipment, electric cars, and bicycles.

PS-08-18 Traffic Safety Education Park - Luquillo

The municipality of Luquillo has decided to establish an educational park, similar to PESET in coordination with the PRTSC. The land area and construction are provided by

the Luquillo administration and traffic safety funds will provide for a project director, educators, materials, equipment, electric cars, and bicycles. Due to the geographical location, this park will serve the East side of the Island.

DRIVER EDUCATION DE-09

Overview

During the time period from 2005 to 2009, averages of 450 persons were killed every year due to traffic crashes. For the same period an average of 30 fatalities involved large trucks, commercial vehicles, public transportation and school buses that transport cargo, hazardous materials, general public and children. During 2009, there were 21 crashes that involved medium and heavy trucks. It is vitally important to constantly reassess existing safety measures to commercial motor carrier drivers and school bus transportation operators.

**TABLE XVI FATALITIES IN CRASHES INVOLVING
LARGE TRUCKS BY YEAR**

Year	Total Fatalities
2005	40
2006	33
2007	23
2008	31
2009	21
TOTAL	148

DATA SOURCE: FARS 2005 - 2009

Performance Goals

- Reduce fatalities involving large trucks, commercial vehicles and school buses from an average of 30 (five year average) to 28 in 2011
- Conduct training and educational seminars on school bus and large truck safety

Performance Measures

- Number of fatalities involving large trucks, commercial vehicles and school buses
- Number of courses given

- Number of groups reached



Strategies

DE-09-03 Safety Training for Commercial Motor Carrier -PSC

Training and seminars in the group that involves school bus drivers, public transportation drivers and other commercial and heavy vehicle drivers will help create awareness among them. Materials, equipment and training related costs will be funded in this project.

EMERGENCY MEDICAL SERVICES

EM-10

Overview

Coordination between the Commonwealth EMS Director, Municipal EMS systems, private providers and volunteers has been a major problem for years, therefore they must be improved. Lack of coordination is affecting efficiency and effectiveness in the deployment of resources. To address this problem, an EMS summit is planned where all of the stakeholders can meet, identify problems and agree on solutions.

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

Performance Goals

- Hold an EMS summit

Performance Measures

- Number of problems and solutions identified at summit

Strategies

EM-10-11 EMS Strategic Planner-PRTSC

To establish the EMS program in Puerto Rico is one of our priorities in accordance to the NHTSA's EMS mission. By years, the lack of coordination has been affecting the implementation of the program. A key to address the success of this program area, is to involve EMS directors state and municipalities; private providers and volunteer organizations. Those agencies will work in conjunction to attack the root to the problem to the problem related to EMS in Puerto Rico. A liaison at PRTSC level is required. Personnel costs, travel, per diem, consultant, materials, and other related expenses will be funded.

EM-10-20 EMS Summit-PRTSC

An EMS Summit planned for previous years to bring EMS stakeholders together, identify problems and agree on solutions will be held in early 2011. It is expected that as a result of the summit, additional projects will be incorporated into the HSP. Materials, meeting rooms and other expenses related to the summit will be funded.

TRAFFIC ENGINEERING

TE-11

Overview

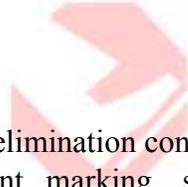
In seeking solutions to Puerto Rico's traffic safety problems, the four "E's" that comprise a comprehensive traffic safety program (Education, Enforcement, Engineering, and EMS) must be considered. Elimination of hazards on the roadway that may cause or aggravate traffic crashes is one of the engineering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

The engineering component of hazard elimination requires a team of experienced professionals from PRHTA's Road Safety Audit Division and PRTSC's Impact Team that attend both citizen's requests and proactive analysis of hazardous road segments and intersections. After a Road Safety Review process, the team determines which locations will be given priority. The team then provides in-house design for road safety improvements ready for bidding by the PRHTA or implementation by the DOT. The PRTSC provides funds for personnel, vehicle, and equipment as well as for construction of road improvements by reimbursement. The program coordinator position will be assigned to an engineering undergraduate or graduate student as an internship position. This person will apply scientific and statistical analysis to road crash data and will collaborate with the Impact Team members in the identification of safety issues and crash trends and provide recommendations of potential safety countermeasures to the agency.

Some examples of road safety improvements that have been or will be included in Hazard Elimination projects are as follows:

- Roadside improvements
- Pavement markings and signing
- Traffic signal installation or improvements
- Geometric improvements
- Delineation strategies (Raised Pavement Markings, Traffic Delineators)

Time frames for implementing improvements depend on the nature and scope of the projects. Safety improvement projects require compliance with Commonwealth bidding procedures. Additional involvement in transportation safety education by initiative of the PRHTA's Road Safety Audit Division or PRTSC's Impact Team contributes to the goals of this module.



Performance Goal

- Increase the percent of hazard elimination construction funds liquidated
- Implement roadside, pavement marking, signing, traffic signal and geometric improvements
- Increase the involvement of agencies low cost – high impact safety projects
- Continue the educational efforts for the professionals and technicians involved in this module

Performance Measures

- Percent of hazard elimination construction funds liquidated
- Number and cost of roadside, pavement marking, signing, traffic signal and geometric improvements implemented
- Number of kilometers with shoulder rumble strips
- Number of kilometers with centerline rumble strips
- Number of educational activities completed

Strategies

TE-11-02 Impact Team - PRTSC

The Impact Team will meet regularly with members from DOT engineering, PW/HA public awareness and PRTSC administration to identify crash locations where low cost, high pay off improvements can be quickly implemented. A project coordinator, secretary, salaries, training, local and stateside travel, equipment, and materials will be funded.

TE-11-10 Roadside Safety Audit Team - PRHTA

The Safety Audit Team will be conducting the needs studies to determine the hazard elimination projects to be implemented. The locations will be selected based on needs studies, crash data analysis, citizen's requests and input from the Impact Team. This project will contribute to educate important partners for road safety in aspects regarding work zone safety, signing, pavement markings and safety reviews among others. Personnel costs, materials, consulting services, training and travel will be funded.

TE-11-13 Special Projects – PRHTA and DOT

Safety improvement projects are grouped under this project number. These include but are not limited to: roadside, pavement marking, signing, traffic signal and geometric improvements.

PAID MEDIA PM-12

Overview

The Puerto Rico Traffic Safety Commission Paid Media Efforts are an indispensable element in every mobilization and in our education mission in general. With the Paid Media we assure that our message is delivered to a specific public, in accordance to our education program. This is possible by having in consideration two elements: (1) The selection of our target group to every program and (2) the usage of the frequency strategy (continuous repetition). The statistics data allows us to identify our target group. With the frequency strategy, we assure that our message reaches the National and Regional Media.

Performance Goals

- Effective positive change in attitudes toward our traffic safety measures
- Continue the effort to convince our target audience of our message
- Accomplish that the Target Market rigorously adopts the road safety message and make it part of their lifestyle
- Increase recognition of the PRTSC message
- Increase from 75% to 85% the Earned Media bonuses. These include interviews, news reports, and exposition as exchange of Paid Media

Performance Measures

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

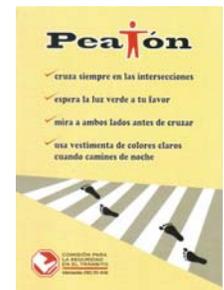
Strategies

- TV, Radio, Press, Magazine, Internet, Outdoor Media, among others, to implement our message.
- Radio is our main media to deliver our message. Other Media used are the Television, Press and Alternative Media, as efforts, which have work successfully.
- Attain more Internet exposition for that innovator public that cannot be reached through out the traditional media such as radio or press.
- Focus our message accordingly to the specific and diverse target of each campaign.

Table XVII shows the Paid Media Projects and the educational material used for each campaign.

TABLE XVII PAID MEDIA PROJECTS AND EDUCATIONAL MATERIALS

Code	Project
PM -12-01 PM -12-02	Impaired Driving Campaign Youth Impaired Driving Campaign
PM -12-03	Speed and Aggressive Driving Campaign
PM -12-06	Child Restraint and Fitting Station Campaign
PM -12-07	Safety Belt Campaign
PM -12-10	Pedestrian Safety Campaign
PM -12-12	Motorcycle Safety Campaign



MOTORCYCLE SAFETY

MC-13

Overview

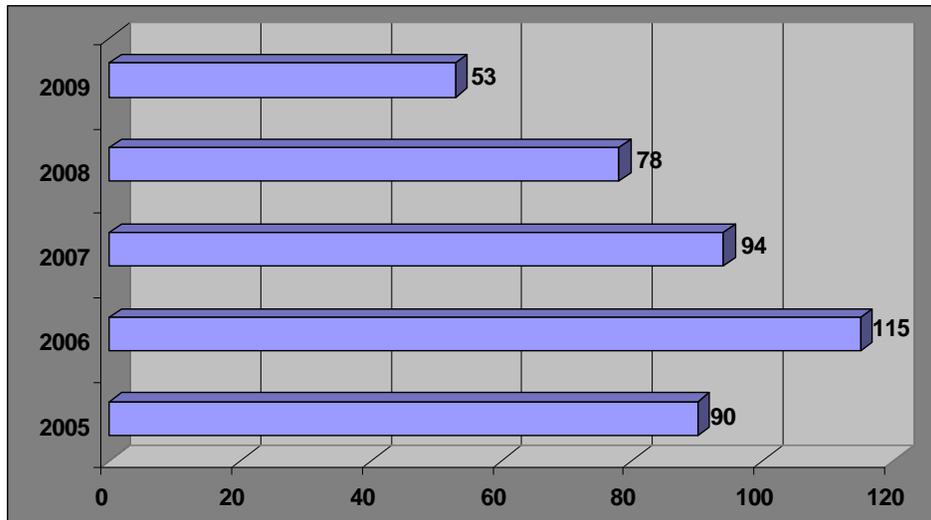
Recent data indicates that in Puerto Rico, motorcycle registrations have increased dramatically and also, fatal crashes involving motorcycles, as shown in Table XVIII. From 2005 to 2009, motorcycle fatalities island-wide almost doubled. During 2005, a total of 90 motorcyclists were killed in fatal crashes, while for the year 2006, a total of 115 motorcyclists were involved in the total fatalities. For the year 2007, a total of 94 motorcyclists were killed of the total fatalities. During 2008 a total of 78 motorcyclists were killed of the total of fatalities, and in 2009 a total of 53 motorcyclists were killed, showing a reduction of 32% compared to the previous year. See Figure XV.

TABLE XVIII MOTORCYCLE REGISTRATIONS BY YEAR

YEAR	REGISTRATIONS	TOTAL OF REGISTRATIONS
2005	44,824	123,903
2006	24,553	148,456
2007	9,325	157,781
2008	3,227	161,008
2009	1,374	163,857
TOTAL	83,303	755,005

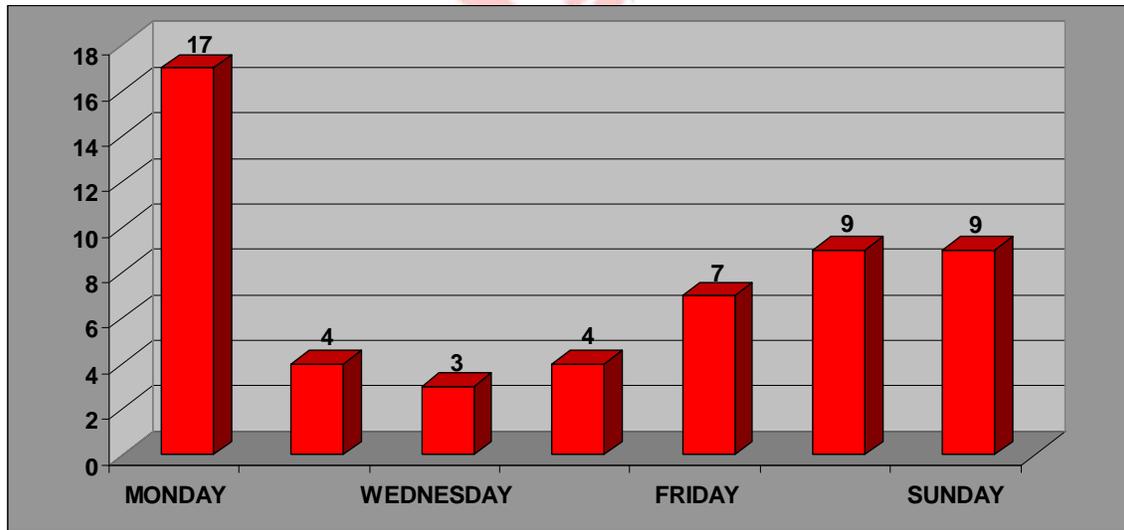
DATA SOURCE: DOT 2005 – 2009

FIGURE XV MOTORCYCLE FATALITIES BY YEAR



DATA SOURCE:
FARS 2005 – 2009

FIGURE XVI MOTORCYCLE FATALITIES BY DAY OF WEEK FY2009



DATA SOURCE: FARS 2009

Data also reveals that 23% of these fatal crashes occurred during weekends. The day of the week with the highest motorcycle fatalities in Puerto Rico for year 2009 was Sunday, with a total of 17 fatalities. See Figure XV. As shown on Table XXIII, our major problem with motorcycle fatalities is the 20-29 age group. Even though there has been a significant reduction in fatalities throughout the years, during 2009 that age group (20-29) had a total of 19 fatalities. Recent data also indicates that motorcyclist fatalities by type of motorcycle are as follow: scooters with 24 fatalities or 45% of the total, sport bikes with 21 fatalities or 40% of the total, and finally cruisers, with 8 fatalities or 15% of the total.

TABLE XXIV MOTORCYCLE FATALITIES BY AGE

Year	Age							Total
	<20	20-29	30-39	40-49	50-59	>59	Unknown	
2005	8	45	16	11	8	2	0	90
2006	17	45	28	18	4	3	0	115
2007	14	38	23	11	3	2	3	94
2008	10	29	19	14	4	2	0	78
2009	7	19	15	8	3	1	0	53

DATA SOURCE: FARS 2005- 2009

Even though we have tough fines for motorcyclists and for the proper gear they must use while riding their motorcycle, fatalities by helmet use, as shown on Table XXIV, show that the highest number of fatalities occur with un-helmeted or not compliance helmets motorcyclists. Thru the observational surveys we have for helmet use, it shows that around 73% of the motorcyclists use the DOT approved helmets.

This year, the PRTSC is going to start a new project, which consists in an exchange of helmets. Motorcyclists will hand in their un-approved “binnie” helmets (which many people are still using) and we will exchange it for a DOT approved helmet. This helmet is very similar to the “binnie” helmets, but meets the FMVSS 218 regulations. Hopefully, this will motivate motorcyclists in using the proper gear.

TABLE XX MOTORCYCLE FATALITIES BY HELMET USE AND LIVES SAVED ESTIMATES

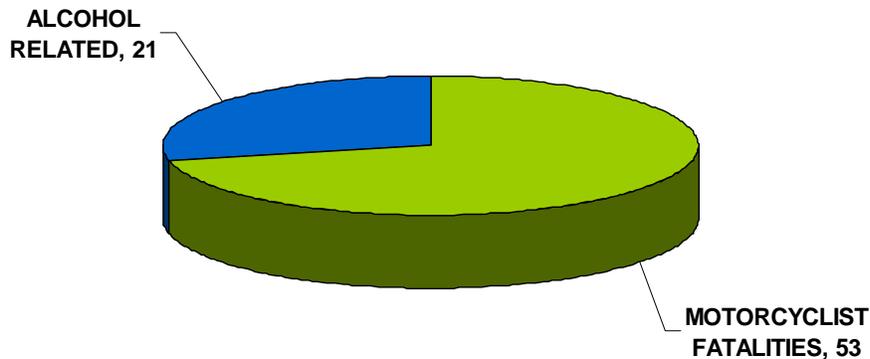
Year	Fatalities					Lives Saved Estimates**	
	Total	Helmeted	Un-helmeted	Unknown Helmet Use	Percent Known Helmeted*	Lives Saved at Current	Additional Lives
						Helmet Use	Savable at 100% Helmet Usage
2005	90	37	53	0	41%	22	20
2006	115	50	65	0	43%	29	24
2007	94	29	65	0	31%	17	24
2008	78	28	50	0	36%	17	19
2009	53	17	36	0	32%	11	21

*Percent Based Only Where Helmet Use Was Known **Lives Saved Estimates (Sum of columns may not equal other published numbers due to rounding) DATA SOURCE: FARS 2005 - 2009

Driving a motorcycle while intoxicated is a mayor issue in Puerto Rico. See Table XXV for the results of BAC in motorcycle drivers involved in fatal crashes.

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

TABLE XVII ALCOHOL RELATED MOTORCYCLE FATALITIES 2009



DATA SOURCE: FARS 2009

Motorcycle safety in Puerto Rico suffered from many deficiencies, because there was no motorcycle license or endorsement requiring rider education. On August 10, 2007 the legislation for motorcycle safety was signed by the Governor of Puerto Rico; it includes a motorcycle endorsement, eliminating the learner’s permit, requiring a written and road test and providing rider training. The use of a DOT helmet and proper clothing, among other provisions are also included.

Motorcyclists were not considered in road design or maintenance, but the PRTSC has already identified road hazards through a study made by University of Puerto Rico, Mayaguez Campus, where we are going to develop signs and a hazards elimination project. Public information and education campaign materials directed to motorists and motorcyclists on how to share the road, as well as motorcyclist safety, were developed in 2007 and 2008 and the new one we developed. They will continue to be distributed.

To implement an effective motorcycle program, not only motorcyclists but also, PRPD and Municipal Police must be trained. Funding will help establish training sites with equipment, materials, supplies and training expenses for the rider coaches. In addition to that, the PRTSC is going to start educating students throughout schools and colleges around the island.

Also, training of EMT’s directed to motorcycle clubs, individual rider groups, Puerto Rico Police Department and Municipal Police in the “First There, First Care” course with emphasis on the new section on safely removing an injured motorcyclists helmet, will continue as a means of saving lives of injured motorcyclists.



Performance Goals

- Reduce Motorcycle fatalities by 16% from 53 in 2009 to 45 by 2011

Performance Measures

- Number of motorcycle fatalities
- Number of instructors trained
- Number of motorcycle operators trained and licensed
- Number of campaign materials developed and distributed
- Number of EMT's and motorcyclists trained in the "First There, First Care" course
- Number of road signs installed

Legislative Goals

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

Strategies

MC-13-03 Motorcycle Safety Training - PRTSC

Training for instructors using the MSF curriculum will be provided. Funding for local and stateside training and travel is included. Also the MSF basic rider course is been given to the military.

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

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

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

A comprehensive motorcycle program that includes public awareness, enforcement and engineering countermeasures requires coordination at the PRTSC level. Personnel costs of a coordinator; travel; per diem and production and purchase of equipment and educational materials on sharing the road by cars and motorcycles, proper gear, and other safety issues will be funded. These materials will target the 20-49 year old riders and include print, videos and others for use by PRTSC, DMV, dealers, motorcycle groups and

insurance companies. Also, the emergency response training “First There, First Care”, with emphasis on the new section on removing the helmet of an injured motorcyclist will continue to be conducted. Training members of motorcycle groups and public in general, will continue, including the PRPD and Municipal Police.

MC-13-08 MSF Training - DMV

The new approved law requiring written and road testing for a motorcycle license endorsement will also provide for rider training. In order to gear up for the demand, Rider Coaches must be developed and certified ranges must be established. The DMV already has four ranges in Puerto Rico, but DMV and Municipalities have identified potential sites and are being evaluated for certification of four additional four. At the present, there is one Rider Coach or shift instructor name by the Secretary of Transportation, trained in New York with the MSF curriculum, and they have trained DMV examiners and have given training to rider groups. Efforts will be made to have them become Chief Instructors with the ability to train and certify Rider Coaches in Puerto Rico. Funding will help establish the training sites with equipment, materials, supplies and training expenses for the Rider Coaches.



STATE CERTIFICATIONS AND ASSURANCES

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

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

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

Section 402 Requirements

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

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B)); At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing; This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

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

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

(23 USC 402 (b)(1)(E));

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

Other Federal Requirements

Cash draw downs will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

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

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

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

Federal Funding Accountability and Transparency Act

The State will report 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- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and(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 the Office of Management and Budget in subsequent guidance or regulation.

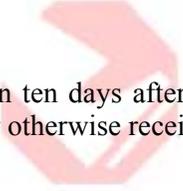
The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g)

§§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(41 U.S.C. 702);:

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace.
 2. The grantee's policy of maintaining a drug-free workplace.
 3. Any available drug counseling, rehabilitation, and employee assistance programs.
 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 1. Abide by the terms of the statement.
 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.

- 
- e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
 - f. Taking one of the following actions, within 30 days of receiving notice

under subparagraph (d) (2), with respect to any employee who is so convicted -
 - 1. Taking appropriate personnel action against such an employee, up to and including termination.
 - 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
 - g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (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).

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

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

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

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

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

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

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

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

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

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

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

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

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

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

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

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

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

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

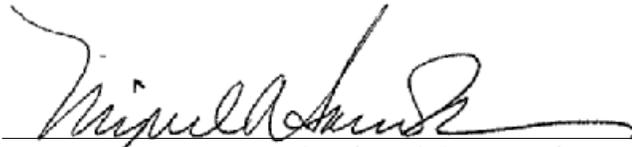
In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
 - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
 - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.

- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
 - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
 - b. 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^o. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Governor's Representative for Highway Safety

Puerto Rico
State or Commonwealth

2011
For Fiscal Year

01/09/2010
Date

^oThis Highway Safety Plan was prepared by PRTSC staff from the Planification Area and PRHTA Engineers, by extracting and analyzing a variety of data from FARS, NHTSA, PRPD and other reliable sources. Report preparation, tables and graphs were prepared by the Impaired Driving Coordinator, Karylia Dávila Quiñones.

HIGHWAY SAFETY COST SUMMARY 2011

State: Commonwealth of Puerto Rico

Date: September 1st, 2010

Program Area	Approved Program Costs Increase/(Decrease)	State/Local Funds Current Balance	Federally Funded Programs	Federal Share to Local
154-AL	\$2,200,000.00			
154-HE	\$3,100,000.00			
154-PA	\$150,000.00			
154-PM	\$500,000.00			
164-HE	\$3,000,000.00			
164-AL	\$2,000,000.00			
164-PM	\$500,000.00			
164-PA	\$190,000.00			
402-AL	\$0.00			
402-YA	\$0.00			
402-PS	\$300,000.00			
402-PT	\$100,000.00	\$37,778,000.00		
402-PA	\$250,000.00	\$1,377,528.00		
402-CP	\$975,000.00			
402-OP	\$200,000.00			
402-TR	\$0.00			
402-DE	\$0.00			
402-EM	\$25,000.00			
402-PM	\$450,000.00			
402-MC	\$200,000.00			
2010	\$100,000.00			
410	\$1,800,000.00			
408	\$2,387,000.00			
K2 405	\$50,000.00			
Total NHTSA	\$18,477,000.00	\$39,155,528.00		
Total FHWA				
Total NHTSA & FHWA	\$18,477,000.00	\$39,155,528.00		

State Official Authorized Signature:



NAME: Miguel A. Santini-Padilla

TITLE: PRTSC Executive Director

DATE: September 1st, 2010

HS Form 217

Federal Official Authorized Signature:

NHTSA - NAME: _____

TITLE: _____

DATE: _____

Effective Date: _____