

2013 Highway Safety Plan



Government of Puerto Rico

Puerto Rico Traffic Safety Commission

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PUERTO RICO TRAFFIC SAFETY COMMISSION – 2013 HIGHWAY SAFETY

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Overview

The Puerto Rico Traffic Safety Commission (PRTSC) is responsible for the administration of the federally-funded State and Community Highway Safety Program and coordination of highway safety activities.

The Executive Committee includes representatives of the following agencies:

- ✓ Department of Transportation and Public Works (DOT)
- ✓ Puerto Rico Department of Health (PRDH)
- ✓ Puerto Rico Police Department (PRPD)
- ✓ Puerto Rico Department of Education (PRDE)
- ✓ Puerto Rico Department of Justice (PRDJ)
- ✓ Courts Administration (CA)
- ✓ Automobile Accident Compensation Administration (AACCA)
- ✓ Mental Health and Anti-Addiction Services Administration (MHAASA)
- ✓ Public Service Commission (PSC)
- ✓ Representative of the Public Interest
- ✓ Youth Representative

By law, the Executive Committee is presided by the Governor of Puerto Rico whom has designated the Secretary the DOT as his Representative. The Executive Director is responsible for the administration of the agency and its staff. Among the responsibilities of the PRTSC are to: identify traffic safety problems, develop strategies and solutions to attend those problems, prepare an annual work plan, administer state and federal funds assigned to traffic safety, develop PI&E campaigns, monitor progress in the implementation of programs.

There are about 3.8 million citizens distributed over 78 municipalities, it is about 1,000 people per square mile, a ratio higher than within any of the 50 States in the United States; it also ranks among the world's highest. In addition, of the total population, approximately 3.03 million are less than 55 years of age. This shows that Puerto Rico's population is relative young. Therefore, tendency is to live and active social life.

Population size, age factor, topography, climate and the vast number of vehicles compared to the Island population generates reckless behaviors that transcends to public roads. Therefore, a well strategically plan which involves education, traffic engineering, law enforcement and emergency medical system are crucial in order to successfully address these serious traffic safety issues.

Problem Identification Process

In order to properly identify the Puerto Rico’s traffic safety issues, the PRTSC gathers in a daily base the fatalities in the FARS data file. Trends can be established using these files. Also, crash data is obtained from the Accident Information System of the Analysis of Accidents Office (AISAAD) within the DOT. Data on license drivers and registered vehicles, as well as Vehicles Miles Traveled (VMT) are obtained from DOT. Additional statistical data is obtained from the PRPD. The observational survey of safety belt use is another useful tool to gather information.

Comparing federal priorities areas, fatalities rates and emerging traffic issues in our island help the PRTSC to develop new strategies to address problems identified. This on-going process involves the Executive Director, Units Directors, Monitors, Coordinators and the FARS Analyst.

TRAFFIC CRASH TRENDS					
Indicator	2007	2008	2009	2010	2011
Registered Vehicles	3,165,543	3,129,561	3,026,815	3,020,455	3,084,543
Licensed Drivers	2,078,841	2,017,055	2,628,207	3,102,941	3,619,499
Roadway Miles	16,398	16,576	16,680	16,693	16,694
VMT	192.2	194.3	190.1	185.7	183.9
Total Crashes	239,446	237,798	210,721	202,335	190,170
Total Injuries	23,670	28,524	28,303	not available	not available
Fatal Crashes	430	386	343	330	343
Total Fatalities	452	406	365	340	361
Fatality Index	2.35	2.08	1.92	1.83	1.96

Data not available yet from the AISAAD

Planning Process

Puerto Rico's planning process involves Highway Safety issues and strategies identified by the PRTSC, executive committee-member agencies, state and local agencies, enforcement agencies and non-profit organizations and sub grantees as part of the mandatory quarterly committee meetings. In addition, in order to establish goals and the related performances measures, PRTSC analyzes data from multiple sources such as Fatal Analysis Reporting System, Crash and Injuries data from AISAAD, Statistics regarding traffic citations, interventions and arrests from the PRPD and Municipal Polices, Press coverage of emerging traffic issues, Annual Seat belt Observational survey and Youth Alcohol Consumption Assessment conducted by MHAASA.

Evaluation of this data allows PRTSC to prioritize efforts within all traffic safety program areas and begin planning process. Following data compilation from the sources mentioned above, Program Coordinators analyze it and identify statistical trends for the last five years. Also facts like crashes, population and VMT are considered in the goal setting process. Program coordinators review projects recommended for funding and how these projects will impact the identified problems according to the experience and the priority areas of each program.

The planning process facilitates:

- ✓ new proposal ideas to attend new traffic safety issues
- ✓ recommendations and/or comments to amendments to the Puerto Rico's Traffic Law (Ley num. 22 de Vehículos y Tránsito de Puerto Rico)
- ✓ Memorandums of Understanding (MOU) between agencies
- ✓ Improvement on data sharing systems
- ✓ project development
- ✓ roadway hazard elimination assessments
- ✓ develop media strategies
- ✓ law enforcement coordination
- ✓ community outreach

Grant selection includes a proposal that contains statement of problem identification, proposed solution, establishment of goals, objectives and activities and a detailed budget. Proposals for federal fiscal year 2013 are subject to a new scoring evaluation system, highlighting problem id and solutions.

Looking for new ideas to be more effective granting funds, the PRTSC developed Mini Grants for traffic enforcement, making the evaluation and awarding process faster.

Executive Summary

The mission of the PRTSC is to reduce traffic-related fatalities and injuries. This will be accomplished by developing, managing and supporting a comprehensive, multi-strategy approach that includes enforcement, prevention, media and education, training, legislation and regulation, and data management and analysis.

PRTSC coordinates efforts with government agencies, municipalities, private and non-profit organizations pursuing traffic safety. Also develops and funds island wide projects that save lives and reduce injuries due to traffic crashes. Through the years media has been a powerful resource in transmitting traffic safety awareness message. Goal statements have been established for ten core outcome measures and one core outcome behavior measure.

For the last 10 years PRTSC has had a recurrent reduction of fatalities, with significant decrease from 519 fatalities in 2002 to 361 fatalities in 2011. Many factors have helped achieve these results such as mandatory safety belt law, zero tolerance law for people under 18 and a .02% BAC law for people between ages of 18 to 21, Motorcycle Safety & Regulation Law 107 and aggressive law enforcement all year round mobilizations from the Puerto Rico Police Department (PRPD). These efforts were supported by effective Media Campaigns.

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GOVERNMENT OF PUERTO RICO 2013 HIGHWAY SAFETY PLAN CORE OUTCOMES AND BEHAVIORAL MEASURE

		2008	2009	2010	2011	2012*	2013 Goal
1	Number of Fatalities	406	365	340	361	90	300
	<i>3-year moving average</i>	453	407	370	355	264	
2	Number of Serious Injuries	38,448	36,965	35,530	35,533	not available	30,000
	<i>3-year moving average</i>	40,367	38,918	36,981	36,009		
3	Fatalities por 100 Million VMT	2.08	1.92	1.83	1.96	not available	1.62
	<i>3-year moving average</i>	2.33	2.11	1.94	1.90		
	<i>Rural fatalities per 100 million VMT</i>	1.05	1.17	0.90	0.98		0.86
	<i>3-year moving average</i>	1.17	1.12	1.04	1.02		
	<i>Urban fatalities per 100 million VMT</i>	1.00	1.16	0.96	0.92		0.75
<i>3-year moving average</i>	1.16	1.11	1.04	1.01			
4	Number of unrestrained passenger vehicle occupant fatalities	90	104	64	40	9	40
	<i>3-year moving average</i>	111	104	86	63	38	
5	Number of alcohol-impaired driving fatalities	69	48	42	30	2	30
	<i>3-year moving average</i>	87	63	53	40	25	
6	Number of speeding-related fatalities	162	156	135	138	30	125
	<i>3-year moving average</i>	203	182	151	143	101	
7	Number of motorcyclist fatalities	78	53	45	49	13	40
	<i>3-year moving average</i>	93	81	59	49	36	
8	Number of unhelmet motorcyclist fatalities	50	36	37	34	6	25
	<i>3-year moving average</i>	60	50	41	36	26	
9	Number of drivers age 20 or younger involved in fatal crashes	51	48	49	47	9	35
	<i>3-year moving average</i>	75	63	49	48	35	
10	Number of pedestrian fatalities	127	109	101	111	29	70
	<i>3-year moving average</i>	137	127	112	107	80	
	Observed seat belt use	90.5%	90.6%	no survey	91.9%	not available	93%
	<i>3-year moving average</i>	92%	92.3%				

Sources: FARS is the source for all the Core outcome Measures with the exception of serious injuries (C2) and VMT (C3). The source for C2 is AACA and the VMT is provided by the Highway System Office; up to March, 2012.

Alcohol – Impaired Driving

Program Overview

On year 2011 there were 361 fatalities on the roads of Puerto Rico with 103 or 29% of these related to alcohol. The table below shows a declining trend in alcohol-related fatalities on our roads, people continue to die and Puerto Rico, according to NHTSA, remains one of the jurisdictions with the highest number of fatalities related to drunk drivers.

Year	Fatal Crashes*	Alcohol Related	Percentage
2007	452	193	43%
2008	406	172	42%
2009	365	138	38%
2010	340	110	32%
2011	361	103	29%
Total	1,924	716	37%

* DATA SOURCE: FARS, updated August 2012

Although most of Puerto Ricans recognize that drunk driving is a crime, driving while intoxicated is very persistent in our country. Our society promotes drinking and, to make matters worse, most people move from place to place in their motor vehicles due to a massive transportation infrastructure in development and that not provides reliable displacement alternatives in urban and rural areas. Also, cultural characteristics make Puerto Ricans resistant to use transportation alternatives such as taxis and/or call family members when drunk.

This next table shows the last five years alcohol-impaired driving fatalities based on all involved drivers and motorcycle riders with a .08% BAC or higher.

ALCOHOL-IMPAIRED DRIVING FATALITIES BY YEAR*			
Year	Total Fatalities	Alcohol Impaired	Percent
2007	452	71	16%
2008	406	69	17%
2009	365	48	13%
2010	340	42	12%
2011	361	30	8%
TOTAL	1,924	260	14%

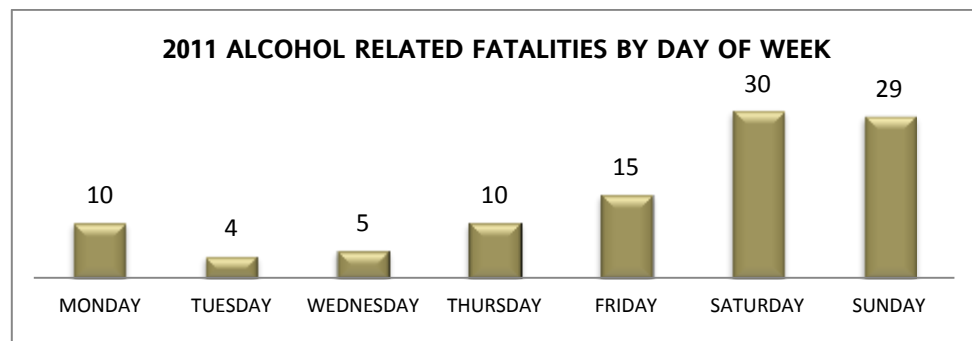
*Alcohol impaired driving fatalities (based on all involved drivers and motorcycle riders with a .08 BAC or higher)

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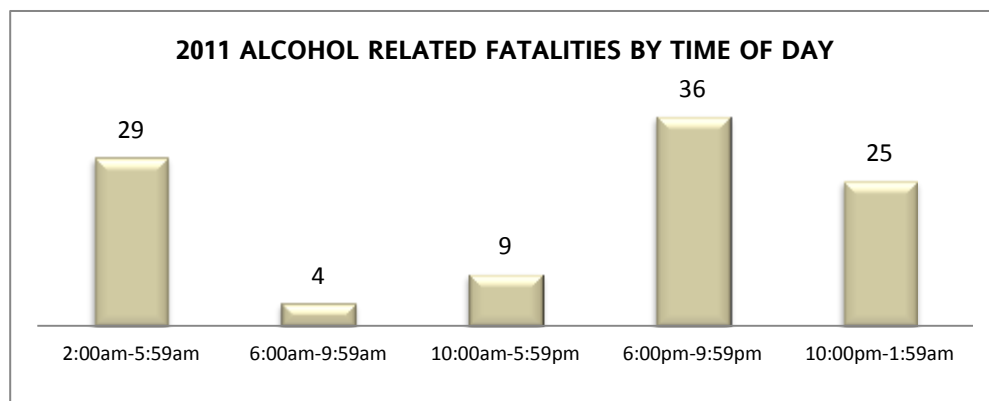
In year 2011, alcohol impaired driving fatalities decrease 4% from previous year when there were 42 impaired driving fatalities compare to 30 in 2011. Alcohol related fatalities by gender for 2011 shown below established that 87.4% of total alcohol related fatalities were male. A slight increase is shown in the female category of 12 in 2010 and 13 in 2011 for a 12.6% of total alcohol related fatalities.



The following graph shows that during 2011, the day of week with the most alcohol related fatalities was Saturday with a total of 30 alcohol related fatalities. It also reflects a higher incident tendency Thursday to Monday.



The time of day with the highest alcohol related fatalities for 2011 was 6:00pm-9:59pm with a total of 36 fatalities, revealing a higher incident tendency for early night hours (6:00pm to 9:59pm).



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Saturation patrols, overtime patrols and checkpoints are part of the strategies coordinated by the PRTSC with the Puerto Rico Police Department (PRPD) Traffic Units in the 13 Police Regions and the Municipal Polices as well, especially during high alcohol consumption periods as shown below. PRTSC will grant funds thru “mini grants” to Municipal Police Agencies to enhance Alcohol HVE during some of these mobilizations. The following table shows the High Visibility Enforcement Activities planned for FY 2013.

DATE	DESCRIPTION
Thanksgiving Crackdown 11/16/2012 to 11/26/2012	Begins with the Discovery of Puerto Rico Holiday Weekend and extends through the festivities associated with Thanksgiving Season.
Christmas Crackdown 12/21/2012 to 01/07/2013	Covers the Christmas Season, which in Puerto Rico extends up to early January (Three Kings Day). This season is characterized by an increase in alcohol consumption, therefore impaired driving increases.
Easter Crackdown 03/22/2013 to 04/01/2013	Easter Festivities/Spring Break- Schools, Colleges, agencies and many businesses closed during the week and a highly consumption of alcohol is observed.
Summer Crackdown 07/03/2013 to 07/29/2013	July has 4 national holidays and this month is related with vacations. During hot summer days a majority of population hit the beach and vacation centers. Tendency is to increase alcohol consumption while on vacation.
Labor Day National Crackdown 08/16/2013 to 09/03/2013	During the month of August no holiday is observed. Schools and Colleges begin and many population on vacation return to work. Therefore, this weekend ending on September 3, 2012 is mostly used to <i>blow off some steam</i> and celebrate with alcohol drinking.

Performance Goals

- To reduce alcohol related fatalities by 5% from 103 in 2011 to 97 in 2013
- To increase the number of police agencies participating in the HVE's
- To coordinate alcohol training for Municipal Police
- To conduct training for judges and prosecutors during 2013

Performance Measures

- Number of alcohol related fatalities
- Number of DWI interventions and arrests
- Number of sobriety checkpoints
- Number of trainings to Municipal Police
- Number of judges and prosecutors trained

Strategies

AL-01-01
DWI Patrol Units
410HV/FR

Specialized Traffic and DWI Patrol Units exist in all 13 PRPD Areas and they will be supported with breath test equipment (Intoxilyzers 5000EN) to be placed in the Department's different units for the DWI detection. Overtime to participate in National Crackdowns and mobilizations will be funded.

AL-01-02
Breath Testing Unit
410FR

Preliminary breath test equipment (Alco-Sensors), replacement parts and supplies will be funded through mini grants to the PRPD and the Municipal Polices.

AL-01-04
Chemical Analysis Unit
410FR

Many DWI cases are dismissed due to lack of chemists' specialists that can verify breath test equipment calibration, analyze blood samples, and testify in court the effectiveness of the test. Therefore, this project provides funding for medical specialists personnel such as chemists and technicians to enhance state's laboratory. It will also fund contractual services, office and educational supplies, training, and local travel.

AL-01-05
Judicial Training Program
410FR

Judges are in need of continuous education on all equipment, technical specifications, breath and blood test equipment, and the continuous changes in Law 22. It is also design to raise awareness among the judges of the importance of impaired driving cases. This project will cover costs associated with Judicial Trainings, and other training on dealing with DWI offenders.

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AL-01-06

Special DWI Prosecutor Unit

154/164AL

The primary goal of this program is to minimize the lost cases or dismiss cases due to lack of evidence or failed to prove beyond reasonable doubt on driving while intoxicated and under the influence of alcohol and other drugs. Funds will contribute to enhance prosecution services in the five judicial regions with a larger amount of cases. Also, services such as training personnel from this unit on new technologies and material, as well as seminars on continuing education on laws and regulations. It will also support the personnel salaries and benefits that are necessary in order to achieving the goal.

AL-01-12

Impaired Driving Mass Media Campaign

154/164AL

This educational program develops and produces massive events in which citizens are oriented and educated on the consequences of drunk driving. PRTSC is always seeking creative and innovative ways to improve media campaigns that will carry awareness messages about impaired driving. The campaigns will target as primary population the 18-34 age range. It will also target as secondary audience all population. In accordance with the National Mobilization and Crackdowns, the PRTSC will launch its campaigns using the tag line “Guiar borracho es un crimen, serás arrestado” (“Drunk Driving, Over the Limit, Under Arrest”).

Education is also performed through media resource; therefore this project will fund the costs for production and adaptation of Radio, TV, Press, and Alternative Media Ads. It will also cover educational literature costs as well as funding for booth exhibit exposure. Costs for office supplies, rent, maintenance and purchase of equipment, state and local travel, and training are also funded through this program.

AL-01-13

Impaired Driver Coordinator - PRTSC

154/164AL

PRTSC Impaired Driver Coordinator will promote law enforcement activities to intervene with drunk drivers in implementing Law 22. The coordinator will be responsible of keeping informed the representatives of the various agencies and entities of alcohol law enforcement activities, educational and publicity campaigns and

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other administrative aspects of the Impaired Driving Program. Also, the coordinator will join the meetings of community educators with agencies like ACAA, DOT in order to coordinate their support during these seasons' alcoholism campaigns. The coordinator will develop new projects and assists with expert advice on DWI to local and external projects. Costs salary and benefits as well as state and local travel, equipment necessary and training are funded with this program.

AL-01-22

Paid Media Evaluation - Consultant

154/164AL

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

154/164AL

The PRTSC has helped MADD Puerto Rico, represented by Luis A. Señeriz Foundation, a non-profit organization, well-known advocacy group with administrative expenses, educational materials, and support on activities. Funding will also provide continuation on the nationally recognized “Protecting You, Protecting Me” program in schools.

AL-01-XX

DWI Municipal Police

410HV

Municipal Traffic Units will be funded through Mini Grants for overtime to participate in alcohol mobilizations.

AL-01-XX

Alcohol Assessment Laboratory

410FR

To establish an alcohol assessment laboratory and on-line course for practice and theory bases courses to prepare cadets and police active members in effective training and re-training in DWI and DUI interventions. Equipment and contractual services will be funded.

Youth Alcohol – Impaired Driving

Program Overview

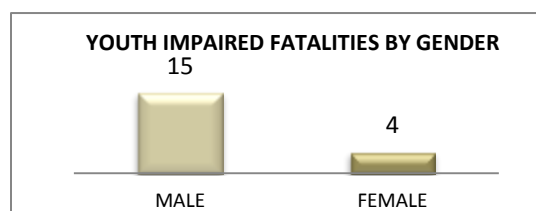
During the past 5 years a total of 722 alcohol related crashes occurred. In the same period for the age range of 16 to 25, fatalities average 26%. However, in 2011 this percentage has decrease 4% in comparison with 2010.

16-25 YEAR OLD ALCOHOL RELATED FATALITIES			
Year	Total of Alcohol Related Fatalities	16-25 Year Old Alcohol Related	Percentage
2007	193	67	35%
2008	172	38	22%
2009	138	36	26%
2010	116	25	22%
2011	103	19	18%
TOTAL	722	188	26%

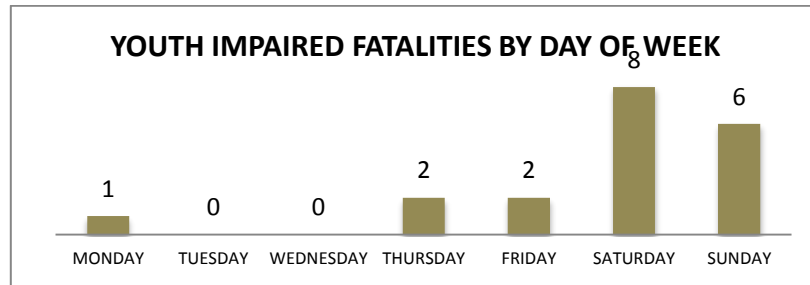
In Puerto Rico, the legal drinking age is 18, contrary to the United States, where the legal drinking age is 21. Besides of the efforts of the State, alcohol is very accessible to youth, since it can be bought almost everywhere: gas stations, supermarkets, restaurants and a tolerant society that still promotes underage drinking in parties and family gatherings. Also, not all merchants who sell alcohol ask for proper identification, making it much easier to buy it for themselves and their peers.

Puerto Rico has a Zero Tolerance Law for people under 18 and a .02% BAC law for people between the ages of 18 to 21. Since teenagers can obtain a driver license, with parent consent, since 16 years, 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 improve legislation and stricter enforcement.

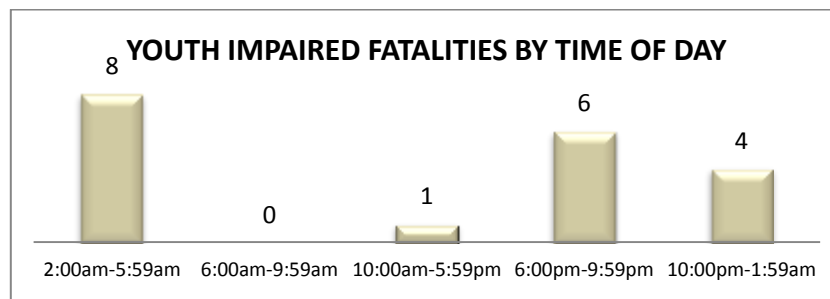
During 2011, among the age group of 16-25, males were identified as the highest fatality group by gender in alcohol related fatalities. We had a total of 15 male fatalities, while females had 4 fatalities.



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The 2 days of week that had the most 16-25 alcohol related fatalities, were Saturday and Sunday.



The time of day with the highest alcohol related fatalities among 16-25 year range, was during 6:00pm-9:59pm with a total of 6 fatalities.

Performance Goals

- Reduce youth alcohol related fatalities from 18% in 2011 to 16% in 2013

Performance Measures

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

Strategies

FIESTA Programs

PRTRSC has 12 FIESTA Programs reaching college campus, San Juan children and teenagers, statewide youngsters among others. FIESTA Programs develop awareness campaigns, distribute educational materials, and conduct workshops and research related to impair driving, preparing and using peers to educate.

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YA-02-02, YA-02-05, YA-02-10, YA-02-14, YA-02-17, YA-02-21, YA-02-26,
University of Puerto Rico
154/164AL

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

YA-02-03
FIESTA III - Police Athletic League of San Juan
154/164AL

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

YA-02-15
FIESTA CREATIVOS Hogar Crea, Inc.
154/164AL

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

YA-02-16
FIESTA CATOLICA PONCE – Catholic University of Ponce
154/164AL

Catholic University of Ponce is a private, non-profit university institution. This FIESTA Program reaches college students through workshops, special events, and also, develops and distributes educational materials, and many other activities related to alcohol impair driving among college students, peers and community schools and

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colleges. Stipends for student instructors, salaries, office and educational materials, training, purchase and maintenance of equipment, local and stateside travel are included.

YA-02-18

Youth Mass Media Campaign

154/164AL

PRTSC will create and participate in massive Events that young adults and youth in general frequents. Material directed to youth will be developed and adapted for media such as TV, radio spots and printed ads. Costs for rent and maintenance of equipment, contractual services, and state and local travel are included. This project will also collaborate along with the Impaired Driving Project in those activities where marked number of youth presences.

YA-02-20

FIESTA X- Office of the Governor for Youth Affairs

154/164AL

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

YA-02-25

FIESTA UMET - Metropolitan University of Puerto Rico

154/164AL

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

Police Traffic Services

Program Overview

Speeding and aggressive driving is the primary cause for fatalities crashes in Puerto Rico. In 2011 the percentage of these fatalities was 38% with an increase of 3 fatalities where speeding was a factor.

2010-2011 COMPARISON FATALITIES – SPEEDING A FACTOR				
YEAR	SPEEDING	NOT SPEEDING	TOTAL FATALITIES	SPEEDING PERCENTAGE
2010	135	205	340	40%
2011	138	223	361	38%
CHANGE	+3	+18	+21	

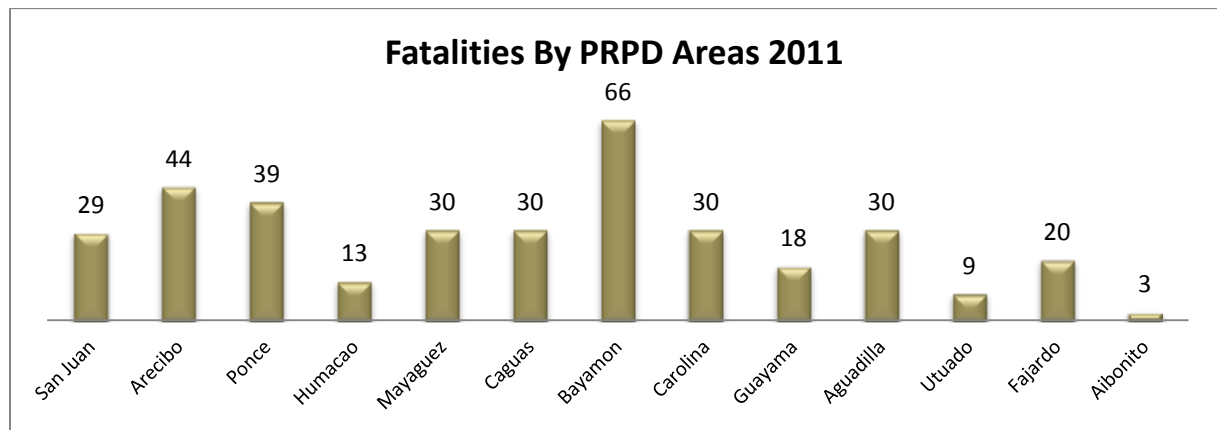
Still in our plan there is a creation of an alliance between PRTSC and the PRPD to incorporate the Data-Driven Approaches to Crime and Traffic Safety (DDACTS) integrating location-based crime and traffic data to establish effective and efficient methods for deploying law enforcement and other resources.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



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Highly visibility and publicized enforcement with a targeted Public Information & Education 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, and saturation patrols, among others.

Police Traffic Regions with the highest Fatalities for 2011 were are Bayamón with 18%, followed by the Arecibo with 12% and Ponce with 11%. San Juan, Carolina, Caguas and Mayagüez have 8%. All regions are shown below with the total amount of fatalities.



The following tables present data for PRPD and Municipal Police Agencies for the past five years.

PRPD EFFORTS					
FY	SPEEDING CITATIONS	DWI INTERVENTIONS	DWI ARRESTS	SEAT BELT CITATIONS	OTHER MOVING VIOLATIONS
2007	215,915	20,954	16,686	208,574	308,979
2008	222,222	17,619	14,568	238,301	338,808
2009	187,980	13,135	12,363	192,559	446,247
2010	160,772	11,521	9,099	181,995	328,861
2011	154,029	9,745	8,179	172,962	458,246

MUNICIPAL POLICE EFFORTS					
FY	SPEEDING CITATIONS	DWI INTERVENTIONS	SEAT BELT CITATIONS	CHILD RESTRAINT VIOLATIONS	OTHER MOVING VIOLATIONS
2007	18,451	1,876	27,434	864	48,275
2008	11,630	1,910	19,560	594	27,388
2009	15,609	3,356	22,613	796	24,496
2010	12,243	1,705	17,704	556	20,256
2011	10,358	6,242	8,815	285	27,692

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Performance Goals

- To reduce total speed related fatalities from 138 in 2011 to 134 in 2013
- To increase training for police officers regarding traffic laws
- To coordinates a DDACTS training

Performance Measures

- Number of traffic violations particularly speeding and other moving citations
- Number of police officers trained
- Number of police agencies participating in national campaigns

Strategies

PT-03-00

Speed & Aggressive Driving Surveys

402PT

A consultant will be contracted to conduct awareness, attitude and behavioral studies using, telephone and roadside surveys, focus groups and other tools to help develop and measure the effectiveness of the Speed & Aggressive Driving as well as our upcoming Texting Media Campaigns on the target audience and others.

PT-03-01

Speed Enforcement

402PT

Radar, equipment and vehicle maintenance will be funded.

PT-03-02

Traffic Police Training

402PT

Training in DDACTS and other traffic enforcement strategies will be coordinated. Costs of materials, equipment, stateside training, consultant training and stipends are included in this project.

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PT-03-03

Police Programs Coordinator

402PT

Coordinators, retired ranking officers, will serve as experts in police and enforcement matters to guide PRTSC in the decision making process regarding Enforcement. Project will fund contractual services.

PT-03-14

Speed, Aggressive and Distractive Driving Mass Media

402PT

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. It will also be used for the development and implementation of the new Distractive Driving Campaign.

PT-03-19

Traffic Patrol Overtime

402PT

To increase traffic enforcement with emphasis on safety belt use and distractive driving. To participate in National Crackdowns, funds for overtime will be awarded through Mini Grants.



REDUCE LA VELOCIDAD
ANTES QUE SEA TARDE

Planning and Administration

Program Overview

The Planning and Administration program area includes activities and costs necessary for the overall management and operations of the PRTSC. Among the responsibilities of the PRTSC are to:

- ✓ Identify traffic safety problems and prioritize them.
- ✓ Develop strategies and solution to those problems.
- ✓ Distribute of funds.
- ✓ Prepare the annual Highway Safety Plan (HSP).
- ✓ Monitor grants and evaluate compliance.
- ✓ Evaluate effectiveness of the programs.
- ✓ Contract to conduct required audits.
- ✓ Develop a PI&E campaign.
- ✓ Contract to conduct surveys: impaired driving, seat belt use and speeding
- ✓ Coordinate to provide trainings.

Performance Goals

- Prioritize problems and manage the received funds adequately.
- To speed-up liquidation rate.
- To develop, coordinate, monitor and administratively evaluate traffic safety grants identified in the Plan.
- To promote the Puerto Rico Highway Traffic Safety Programs.
- To develop a coordinated HSP to NHTSA by September 1, 2012.
- To submit the Annual Report by December 31, 2012.

Strategies

PA-04-02

Evaluate HSP Tasks

402PA

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

PUERTO RICO TRAFFIC SAFETY COMMISSION – 2013 HIGHWAY SAFETY

PA-04-07, PA-04-12
Evaluate HSP Tasks
154/164PA

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

PA 04-03
Administer Program
402PA

In order to provide support for the general administration of the highway safety program, allowable limits of federal funds will be used for purchase and rent equipment, office materials, consulting needs and the single audits. Travel expenses for local and state-side activities and other administrative expenses will be funded.

PA 04-08, PA 04-09
Administer Program
154/164PA

For the alcohol-impaired driving highway safety program, allowable limits of federal funds will be used for alcohol-administrative expenses will be funded.



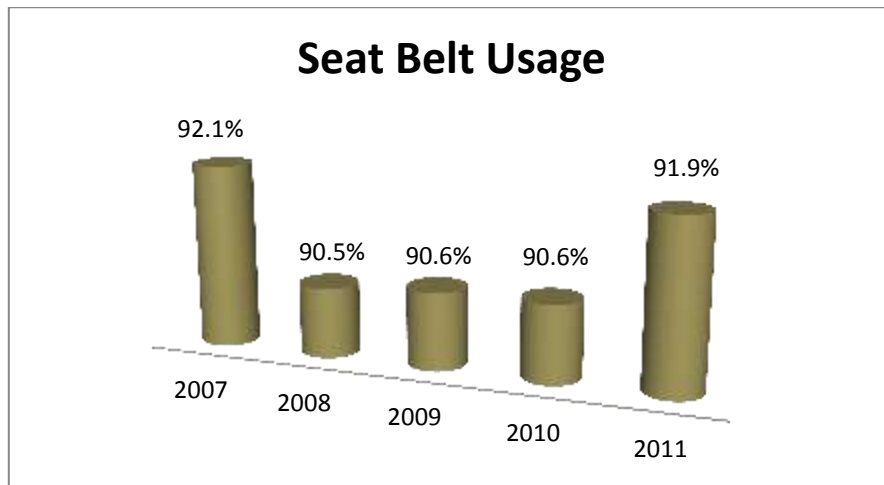
Occupant Protection

Program Overview

Seat Belts

Puerto Rico’s 2011 seat belt rate use is 91.9%. This rate achievement is a consequence of vigorously citizen education together with traffic PRPD enforcement activities yearlong.

Puerto Rico was the first jurisdiction to pass a mandatory safety belt usage law and the first in having a primary law that covers all seating positions.



Increasing seat belt use is the simplest way to reduce serious injury and death in the event of a motor vehicle crash. However, failure to buckle up remains a major contributing factor in fatal crashes. From 2002 to 2011, over 4,300 motor vehicle occupants were killed in crashes in Puerto Rico and nearly half were unrestrained.

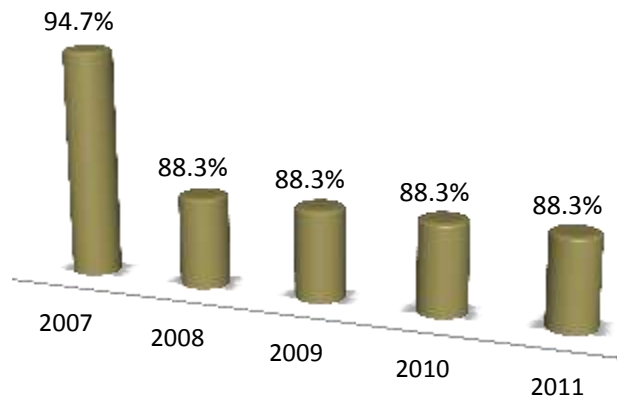
From May 20 to June 3, 2013 the Click It or Ticket (CIOT) National Campaign will be held. PRTSC, as in previous years, will grant funds for overtime hours to State Police and the Municipal Police and supported by a media campaign (see Media module). This mobilization will be island wide, during day and night hours, as the statistics show that fatalities involving non-use of seat belt occurred in these periods. During this mobilization HVE and preventive patron will be increased in order to issue tickets for seat belt and car seat non-use to create awareness among all citizens that seat belts and car seats save lives and is the law. Police funds will be granted through mini-grants to be more effective.

PUERTO RICO TRAFFIC SAFETY COMMISSION – 2013 HIGHWAY SAFETY

Child Passenger Safety

Studies have proven that the correctly used of child safety seats are extremely effective in reducing the risk of death and nearly 73% of child restraints are not installed or used correctly. PRTSC has established fire stations as permanent fitting station and certified firemen as Child Passenger Safety Technicians (CPT), for the 2013 our efforts will continue to certify more technicians both the public and private sector in order to make citizens aware of the importance to have children properly restrain.

Child Restraint Usage Rate 2007-2011



Performance Goals

- Increase safety belt use from 91.9% in 2011 to 93% in 2013
- Increase child restraint use from 88.3% in 2011 to 90% in 2013
- Five (5) additional fitting stations for FY 2013
- To certify 25 more technicians during FY 2013
- To participate in the 2013 National Click it or Ticket(COIT) Mobilization

Performance Measure

- Seat belt usage rate
- Child restrain usage rate
- Amount of additional fitting stations
- Amount of new CPS technicians
- Number of seat belt tickets given during the CIOT mobilization
- Number of police agencies participating in the CIOT mobilization
- Number of paid media and earned media units

Strategies

OP-05-03

Occupant Restrain Coordinator

402OP

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

OP-05-04; OP-05-22

Occupant Mass Media

402OP/405OP

Both projects will work side by side on seat belt usage and child restraint seat enforcement efforts, and components for PI&E. They will fund the production of educational campaigns and development of media production such as TV, radio and press ads. It will also fund office material, rent, purchase and maintenance of equipment, contractual services, and state and local travel costs when necessary.

OP-05-27

CPST Training

402OP/405OP

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 Survey

405OP

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

PR Fire Department Fitting Stations

405OP

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.



ASIENTO PROTECTOR
ÚSALO CORRECTAMENTE

Community Programs

Program Overview

Faced with the problem of road safety, it is necessary to work in conjunction with the different sectors of society in activities that enhance the traffic safety on the island. Like the rest of the countries that are part of the Decade of Action Road 2011-2020, have come new forms of relationships between the community, private and government agencies in favor of a reduction of fatalities.

Community participation at the municipal level has been important. Committed to education in traffic safety, community programs continue to support and work simultaneously with plans to build a new attitude in the general public. Eighteen community programs are an integral part of efforts to assist and provide technical advice on all topics relating to the PRTSC safety programs; Juncos, Luquillo, Florida, Morovis, Caguas, Ponce, Barceloneta, Comerío, Toa Alta, Humacao, Juana Diaz, Lares, Isabela, Sabana Grande, Trujillo Alto, San German, Naranjito y Lajas.

Performance Goals

- To promote community involvement in highway safety activities.
- Manage the creation of collective spaces to encourage meeting participation and integration of communities in educational, sporting and social.
- Participate in the development of prevention and promotion locally and in the context of road safety programs.
- Encourage the formation and dynamics of continuity and cross community networks for the care of communities in all aspects of road safety.
- Create presence on all 78 municipalities through the CTSP's.

Performance Measures

- Number of educational and impact activities performed.
- Number of citizens reached with direct orientations and educational material.
- Number of municipalities

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Strategies

CP-06-XX
Community Programs
402CP

COMMUNITY PROGRAMS			
Code	Program	Code	Program
CP-06-02	Juncos	CP-06-18	Humacao
CP-06-04	Luquillo	CP-06-19	Juana Díaz
CP-06-06	Florida	CP-06-20	Lares
CP-06-07	Morovis	CP-06-21	Isabela
CP-06-09	Caguas	CP-06-22	Sabana Grande
CP-06-14	Ponce	CP-06-23	Trujillo Alto
CP-06-15	Barceloneta	CP-06-28	San Germán
CP-06-16	Comerio	CP-06-29	Naranjito
CP-06-17	Toa Alta	CP-06-43	Lajas

Funds will cover personnel salaries and benefits, office and educational material, rent, purchase and maintenance of equipment and vehicles, state and local travel costs, training and other related costs.

The allocations of federal funds each year allow more municipalities to join the various programs and support safe communities to the State Police and Municipal Police.

MUNICIPALITIES SERVED BY COMMUNITY PROGRAMS



Traffic Records

Program Overview

The Traffic Records Coordinating Committee will continue implementing the Strategic Plan and Projects 2012-2013 to improve the timeliness, accuracy, completeness, uniformity, integration and accessibility of traffic data to support programs and decision making. Funds will be used to implement projects under the Section 408 “Traffic Safety Information System Improvement Grant Program” and they were evaluated and approved by the TR members.

Performance Goals

- To reduce the time between crash and data availability in the Crash Analysis System (DOT) from 916 days in 2011 to 365 in 2013
- To provide access to the Crash Records Database to PRTSC
- To capture data of the Police Accident Report (PAR) by the end of the calendar year
- To integrate the drunk drivers criminal record of the Criminal Justice Information System (DOJ) with the DAVID + Database System (DOT) from 0% of integration in 2011 to 25% integration in 2013
- To collect and share data through the CAD system

Performance Measures

- Number of Digital Police Accident Report (PAR)
- Number of Tickets Issues
- Number of MMUCC data elements in the new PAR
- Number of update driver records with DWI cases
- Number of data collected on CAD system

Strategies

TR-07-01

Traffic Record Coordinator

408 TR

Funds will be provided to continue the coordination of the program within the highway and traffic safety community. The coordinator will be responsible for reviewing and evaluating new technologies to keep the highway safety data and traffic records system up to date. Also the coordinator will follow up the work already started, such as: prepare, develop and implement the strategic plan, the administration of the fund 408 and continue working Traffic Records Coordinating Committee meetings. Salaries, fringe benefits, contractual services, office materials, local and state travel, meetings related costs and other expenses will be funded.



Traffic Record Assessment – February 2012

PUERTO RICO TRAFFIC SAFETY COMMISSION – 2013 HIGHWAY SAFETY

TR-07-10

Crash Report Backlog and Scanning

408TR

Funds will be provided to continue the data entry of the crash reports of the years 2010-2011-2012 more efficiently to work with the injuries and fatal. Innovative of this project will be scanning documents identified as property damage. At the same time, an index that contains the date, number of complaint and zoning will be prepared. In addition, we will obtain the statistical reports. Contractual services and other related costs will be funded.

TR-07-XX

Crash Report Design and Implementation

408TR

Funds will be provided to integrate the new Electronic Crash Report, work with all related agencies to implement the new digital report and include new procedures definition to implement both the short and long form. In addition, there will be trainings for all users. Contractual services and other related costs will be funded.

TR-07-XX

Database Integration

408TR

Funds will be provided to include the integration of the database of the Department of Transportation and Public Works (DAVID+ system) and the database of the Department of Justice (CJIS) with DWI cases. Statements or resolutions will be taxing by the Department of Justice, and review and update the records of drivers in a more efficient manner. Contractual services and other related costs will be funded.

TR-07-XX

CAD (Computer Aid Dispatch-RMS)

408TR

Funds will be provided to implement the CAD and share the collected data with all TSC committee agencies of the PRTSC. Will stop increasing the backlog and will provide up to date statistics reports. Contractual services and other related costs will be funded.

Non-Occupant Protection

Program Overview

In 2011, 361 people died in accidents and crashes that occurred on our roads. Annually 30% of the totals of fatalities reported for the non-occupants; the categories are:

- ✓ pedestrians with a ninety (90%) percent
- ✓ cyclists with a nine (9%) percent
- ✓ horse riders with one (1%) percent

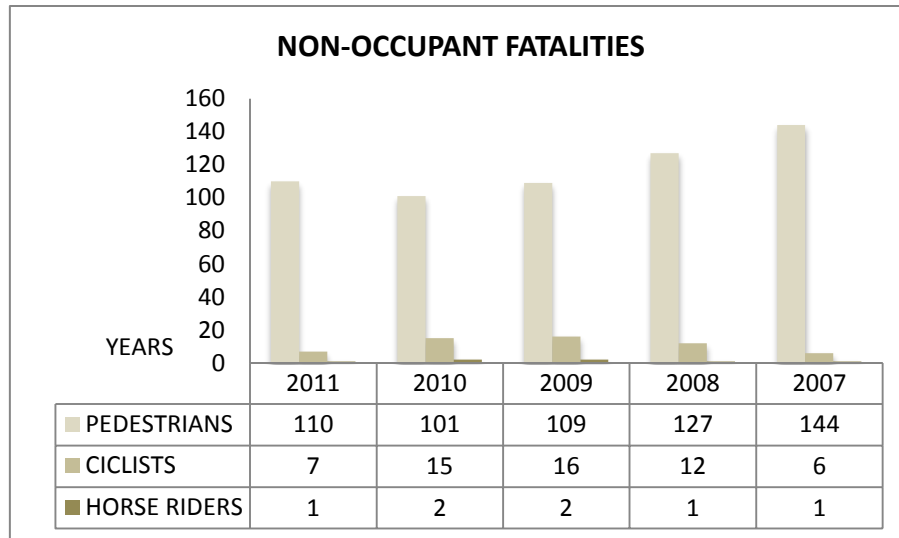
Pedestrians and cyclists are second and third, respectively with the highest percentage of the total fatalities of all the groups. Many of these deaths could be avoided by following some simple safety rules.

Over the past years PRTSC have carried out activities aimed at bringing the message about road safety. The Decade of Action for Road Safety 2011-2020 reinforces the commitment to innovative teaching methods, incorporating new technological devices and identifying allies among private and government entities that unify efforts to achieve our goal of zero accidents and fatalities.

Security, infrastructure, cost, speed, availability, flexibility, customer needs and even the weather are factors considered when making an analysis prior to the selection of means of transport to help us meet our daily responsibilities. It is important to note that they have different characteristics and needs. It is for this reason that we have been working each of these on an individual basis to understand the problem and to find viable solutions for each of these.



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We are working on committees, meetings, and training with public and private groups who want to work in programs for pedestrian safety. Include below a brief description of the important issues on each of them:

Pedestrians

Puerto Rico is an island that has many features that make it attractive to carry out different outdoor activities. When selecting any activity or sport of interest we evaluate the benefits and risks. Buy equipment and clothing required to prevent injuries. This means that when we decide to do any activity that involves our exposure to roadways should make an assessment of all potential risk. As pedestrians we know what our risks according to the surrounding environment. That's why we develop initiatives aimed at raising awareness of road behavior that we take with others and with ourselves. (PESET, Complete Streets, America Walks, etc.)

Cyclists

There are many positive reasons for using bicycles as a transport, which is why many people decide to make changes which will result in benefits to this lifestyle. The distance, economics, health, environment, among many positive reasons that encourage the growth of its use. Currently we have no exact numbers of how many people do cycling on the island. We have different groups and modalities such as: high performance athletes, mountain bikers (all terrain), fixed (bicycle repair), eco-environmental (biodiversity areas), eco-messaging, bici-polo, etc. It is important to

establish security measures to temper these modalities. Awareness by targeting directly to the general public and drivers on the responsibilities and duties before the cyclists. (Share the road, League of American Bicycling, etc.)

School Zones

As parents or guardians of our children and young people we take important decisions for them. The transportation and security are two issues to be taken into consideration before the start of the school year. For their safety and our peace we trace routes that allow them to get there faster, in the company of other children to assist them along the way. During school months we observed a significant amount of children that go to their schools by foot, bicycles, skateboards, skates or scooters. Although the number of children walking and exposed to the risk is less traffic, we do not have fatalities reported in this category. For this year our plans are to elaborate mini grants for a group of selected schools in order to assign funds to equip each one with the necessaries tools to implement safe route to school zones. As the PRTSC implements and sees the results in these schools, the program will be expanded into others.

Performance Goals

- To reduce non-occupant fatalities
- To conduct educational campaigns for non-occupants
- To raise awareness on pedestrian safety
- To elaborate mini grants for safe route to school progams

Performance Measures

- Non-Occupant fatality rate
- Number of campaigns designed
- Number of citizens reached
- Number of school with the program safe route to school

Strategies

OP-08-01
Non-Occupant Program Coordinator
402OP

The coordinator is in charge of the administration and management of all matters relating to pedestrians, cyclists and school zones. Personnel costs, educational materials and office materials, local and out of state travel expenses, as well as other related costs will be funded.

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PS-08-02

Traffic Safety Education Park

402OP

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

402OP

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”.

PS-08-11

Caguas Traffic Safety Education Park

402OP

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-XX

Safe Route to Schools Minigrants

402OP

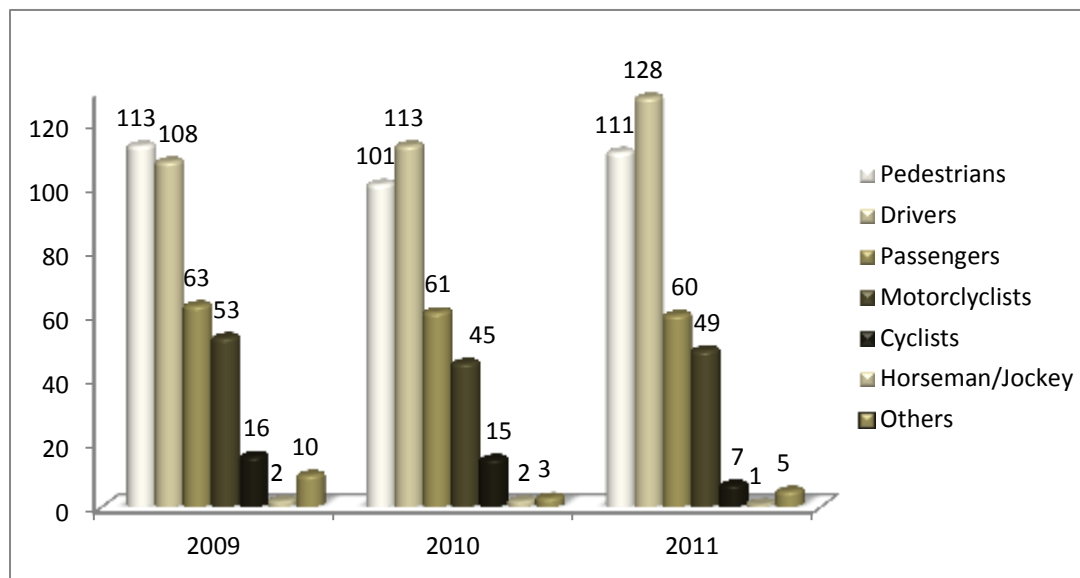
In order to establish the program, minigrants will be elaborated to fund equipment, and other related costs.

Traffic Engineering

Program Overview

The island of Puerto Rico has a surface of 100 x 35 miles and it is divided into seventy-eight (78) municipalities. According to the 2010 census, in Puerto Rico there are around 3.8 million inhabitants living on the island of which 75% have a driver's license issued by the state. These numbers of residents are those who now pass on a daily basis our road system which consists of 16,700 miles of roads at the island.

For 2011, 361 fatalities were reported in our country's road system. The PRTSC is working hard to reduce this number of fatalities each year. Among the resources that the PRTSC has to support reducing fatalities from crashes, is the traffic engineering module. This traffic engineering module is responsible for managing and collaborating with the Puerto Rico Highway Authority (PRHA) to improve projects road system on the island. With funds 164HE and 154HE are performed multiple road construction projects that are committed to improve the highway safety.



The combination of excessive speed and alcohol consumption are the main causes of fatal crashes on our roads. For this reason the PRTSC works to raise awareness among citizens and implement new strategies and techniques.

Traffic engineering (TE) program area is responsible for ensuring the safety and proper development of road systems. The PRHA is committed to build, maintain and improve

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a safe road system for all its users. The PRTSC contributes to this mission by funding projects involving improvements to the safety of the road system on the island. All these designs will be pre-approved by the regional office of the Federal Highway Administration (FHWA) as well as the rest of the projects to be undertaken.

Security projects include the implementation of geometric improvements, signage, pavement marking and other improvements. Also, through this program are funded seminars and continuing education trainings for the staff responsible for road safety.

Performance Goals

- To increase the liquidation of funds in 154/164HE
- To identify areas for highway improvements
- To fund projects for highway safety improvements
- To increase the amount of projects completed
- To continue managing and monitor continuation projects

Performance Measures

- Funds liquidated
- Areas identified
- Number of projects funded
- Number of projects completed
- Number of continued projects

Strategies

TE-11-01, TE-11-13, TE-11-14

Special Safety Projects

154/164HE

Continuing projects:

PR-100 MUNICIPALITY OF CABO ROJO

After collect and analyze data of fatal crashes at intersections without traffic lights of the PR-100 Km 2.75, Plan Bonito Sector, The Puerto Rico Highways and Transportation Authority opted for a design to improve the safety of drivers. This design consists in the installation of a modern traffic signal system, pavement marking, signage and safety barriers replacement "Guard Rails" in certain sections agreed within the project. This project was completed and as of August is in the final inspection process.

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PR-185 MUNICIPALITY OF CANOVANAS

The location of this project was where the Puerto Rico Highways and Transportation Authority identified as a point where the amount of traffic crashes was alarming. For this reason the ACT took the initiative to develop a geometric design improvements, signage, pavement marking, and installation of Raised Pavement Marking “ojos de gato” among others, to create a more secure and efficient road for high volume vehicle that passes through this channel. This project is scheduled to be finally completed on or before next December 2012.

PR-114 MUNICIPALITY OF SAN GERMAN

In the municipality of San Germán PR-114 (7.6-14.2 km) is considered as one of the rural roads of our system on west area that reports more traffic flow. This project consists of scarification pavement, paving, pavement marking, and signage among other safety improvements. This project started during the month of May 2012 and it's scheduled to be completed in six (6) months.

PR-167 MUNICIPALITY OF NARANJITO

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

Outstanding projects to be auctioned:

The PR-2 MUNICIPALITY OF QUEBRADILLAS project consists of hiring the professional services of an outside consultant selected by the Highways and Transportation Authority (ACT) to work with geometric design and safety improvements to a section of this road between the Municipalities of Quebradilla and Isabela. This section contains enough data of traffic accidents and fatalities which supports the need for an improvement project. After the design phase is complete, the Highways and Transportation Authority will proceed to auction and build the project.

Future scheduled projects:

PR-2 MUNICIPALITY DE SAN JUAN

The project of the PR-2 at the height of Kennedy Avenue is to develop and reorganizing the intersection of geometric form located below the height above. As part of the work to be designed are geometric improvements to the intersection,

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traffic light system installation, signage, pavement marking, and installation of devices for traffic control among others. This project is very necessary for this area because it provides access to the country's main port area. For this reason the vehicular volume including heavy vehicles is considered of high volume for the intersection.

PR-4491 MUNICIPALITY OF CAMUY

This project is to improve this road capacity by providing geometric improvements, labeling, marking and other necessary safety improvements required by the satellite.

PR-53 MUNICIPALITY OF HUMACAO

The PR-53 is classified within the primary network (highway) our road system. This highway passes through the Municipality of Humacao where there is a toll plaza. This project is to demolish and remove the old toll plaza located on the PR-53 in east-west direction to improve safety on this stretch of the highway. In addition, geometric improvements will be made to this section of the project to reorganize the stretch in a safe and functional for users who travel.

For fiscal year 2012-2013, the Commission for Traffic Safety through its traffic engineering module wants to continue offering educational seminars to people who are directly related to road safety in the country. The intention is to create an additional tool for people who work directly with building, maintaining and improving the safety of our roads.

TE-11-02

Impact Team Coordinator
164HE

The coordinator meets regularly with PRHA and DOT engineering staff to identify and prioritize crash locations and improvements that can be implemented. Salaries, fringe benefits, materials, equipment, training costs, local and out of state travel expenses, contractual services and other related costs will be funded.

TE-11-10

Roadside Safety Audit Team
154/164HE

The team conducts studies to determine hazard eliminations projects to be implemented. Locations are selected based on studies and data analysis. Personnel costs, materials, consulting services, local and out of state expenses, trainings and other related costs will be funded.

Paid Media

Program Overview

The PRTSC's Public Relations and Communications Division oversees media relations and public relations for island wide traffic safety issues and initiatives oriented to reduce fatalities and injuries due to traffic crashes. Contractors assist the Division in public awareness campaign production such as videos, audio, print and graphic materials, directing media buy plan, assisting in/and reviewing the media and press relates efforts and activities.

In 2013, PRTSC will generate paid and earned media for traffic safety initiatives through targeted Speeding, Non-occupant, Impaired Driving, Distracted Driving, Occupant Protection and Motorcycle Safety, designed to create awareness on traffic safety programs and initiatives and reach its goal of reducing fatalities and injuries due to traffic crashes and increasing the Seat Belt and Child Restraint use. This approach will continue to target audiences and the general population. As part of our strategies:

- ✓ Demographic data will determine suitable purchasing strategies accordingly to media marketing research information obtained from professional independent firms such as newspaper's circulation analysis, Google Analytic, Alexa.com, Nielsen and Arbitron in order to strategically purchase TV, Radio, Press, Magazine, Internet, Outdoor Media, Cinema, Social Networks, among others.
- ✓ Studies and Observational Surveys on specific program areas will be conducted by a specialized independent firm to evaluate effectiveness on the advertising campaigns.

Paid and earned media efforts will support several public awareness campaigns during fiscal year 2013: Impaired Driving Enforcement Campaigns including Thanksgiving, Holiday, Easter, Summer and Labor Day; and Click it or Ticket (CIOT) National Mobilization enforcement campaign.

PRTSC will continue developing Partnerships to raise awareness of important traffic Safety issues. PRTSC partners represents local and state governments' agencies, nonprofit organizations, colleges and universities, insurance companies, automotive industry, cell phones companies and others. These partnerships are design to augment resources, extend outreach to diverse audiences and add-risk communities and extend communication opportunities.

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PRTSC has completed an update to the look of the website www.comisionparalaseguridadeneltransito.com, changes to its content and functionality has been made. Updates and improvements will continue to integrate tools for sub grantees, agencies and general public to assess information and statistics about traffic safety in PR.

Moving forward with communications trends, PRTSC joined social media networks. These have become a useful free source of engagement with our target. Campaigns ads, press releases, strategic messages, news updates and upcoming activities information are posted on Twitter, Facebook and Flickr platforms. Educational campaigns videos and media interviews are posted on our You-tube channel. For 2013 PRTSC will continue using social media to extent traffic safety messages.

Funding source will pay the costs associated with a consulting firm specialized in hiring Media Advertising Services.

Performance Goals

Accomplish that Target Market rigorously adopts the road safety message and make it part of their lifestyle.

- Increase recognition of the PRTSC message program focusing our message accordingly to the specific and diverse target of each campaign program.
- Obtain an effective positive change in attitudes toward traffic safety measures.
- TV, Radio, Press, Magazine, Internet, Outdoor Media, Cinema, Social Networks, among others, to implement our message, which have work successfully.
- Attain more exposition in other alternative media for that innovator public that cannot be reached throughout the traditional media, such as radio or press.
- Increase Earned Media: TV and Radio bonus spots, Editorials in Newspapers, Magazines, other printed media, and exposition through TV and Radio interviews.

Performance Measures

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

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Strategies

PM-12-01

Impaired Driving Campaign
164/154PM, 410HV/FR



Media Plan includes efforts aimed at Drunk Drivers which include sobriety checkpoints publication, impaired driving enforcements efforts, awareness and education. This program will support and reinforce the Impaired Driving Program (AL-01-12). Budgeted amount \$1,500,000.00.

PM-12-02

Youth Impaired Driving Campaign
154/164PM



Media Plan includes efforts aimed at Young Drunk Drivers to create awareness of the consequences of drinking and driving, to promote designated driver and to reduce alcohol related fatalities among young drivers. This program will support and reinforce the Youth Impaired Driving Program (YA-02-18). Budgeted amount \$500,000.00.

PM-12-03

Speed and Aggressive Campaign
402PM



Media Plan includes awareness campaigns about speed, aggressive and distracted drivers. This program will support and reinforce the Speed, Aggressive and Distracted Driving Program (PT-03-14). Budgeted amount \$700,000.00.

PM-12-06

Child Restraint and Fitting Stations
402PM/405PM



Media Plan includes awareness efforts for orientation on Child Restraints and to support the National Child Seat Campaign. This program will support and reinforce P.I. & E. and Child Seat Program (OP-05-22). Budgeted amount \$200,000.00.

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PM-12-07
Safety Belt Campaign
402PM/405PM



Media Plan includes efforts to increase seat belt usage to support and reinforce the Occupant Protection Program including the National CIOT mobilization campaign. This program will support and reinforce the Occupant Protection Program (OP-05-04). Budgeted amount \$350,000.

PM-12-10
Non-occupant Campaign
402PM



Media Plan includes efforts to reduce pedestrians and cyclists fatalities by supporting and reinforcing the Non Occupant Protection program (PS-08-03), and to increase awareness about safety in school zones. Budgeted amount \$400,000.00.

PM-12-12L
Motorcycle Safety Campaign
402PM



Media Plan will raise awareness of motorcycle safety by supporting and reinforcing the Motorcycle Safety Program (MC-13-09). Budgeted amount \$400,000.00.

PM-12-12S
Motorcycle Safety Campaign – Share the Road
2010PM

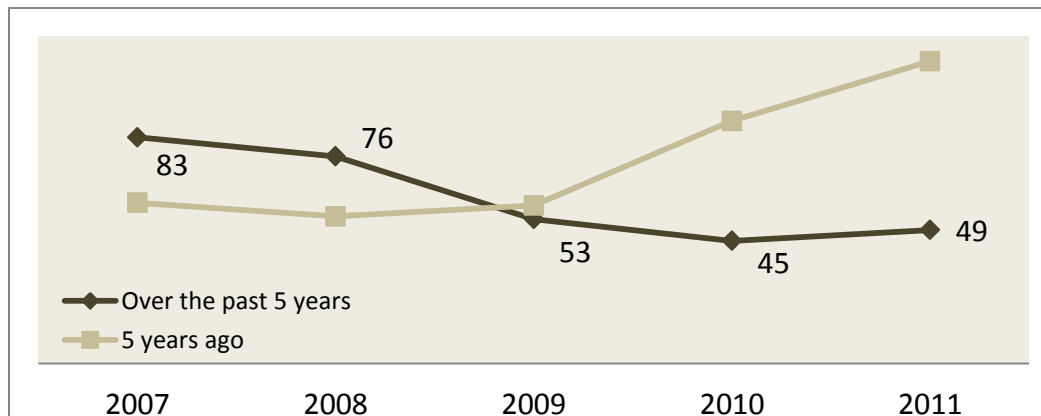


Media Plan efforts will integrate the Share the Road educational message for both motorcyclists and drivers, by supporting and reinforcing the Motorcycle Safety Program (MC-13-09S). Budgeted amount \$53,340.00.

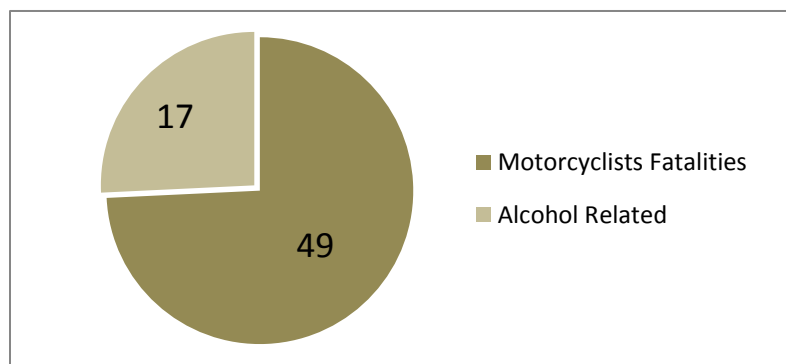
Motorcycle Safety

Program Overview

During the period of five years from 2007 to 2011, 306 motorcyclist fatalities occurred in Puerto Rico. The highest number of fatalities occurred in 2007 with 83 fatalities and the year with less death was 2010 with 45 fatalities. Motorcycle fatalities have decreased by 54% between 2007 and 2010. Historically motorcycle fatalities were 25% of all death on the roads of Puerto Rico, this shows that the law 107 which was approved in august 10, 2007 for motorcyclist, was effective in the reduction of motorcyclist fatalities.



In 2011 occurred 49 motorcyclist fatalities, that shows an increase of 9% compared to the fatalities in the year 2010. From the number of motorcyclist killed in 2011, 36 percent (17) was above the percentage of alcohol allowed by law for motorcyclist with is .02 percent. According to the latest data, the mayor factors contributing to motorcycle crashes are speeding, impaired riding and the lack of helmet use, specific the DOT approved helmet. To this we add the need of training, education and licensing.



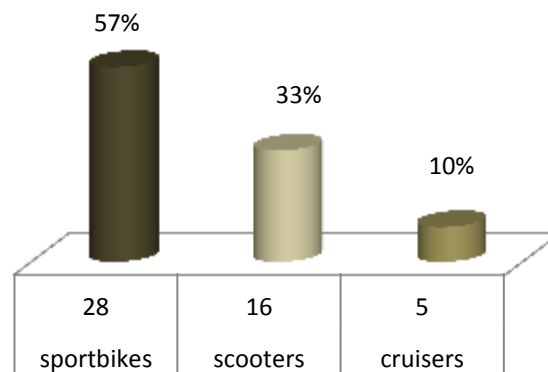
PUERTO RICO TRAFFIC SAFETY COMMISSION – 2013 HIGHWAY SAFETY

The most important equipment for the motorcyclist and the passenger is the proper attire, specially the DOT helmet that is proven to be effective in case of a motorcycle crash.

Data shows that 44 percent of fatal crashes occur during the weekends. The day of the week with the most motorcycle fatalities in 2011 was on Sundays with 12 fatalities. Also the data shows us that our biggest problem with motorcycle fatalities is between the 25 to 44 age ranges. Even though there has been a slight reduction in fatalities throughout the years, during 2011 that age group (25-44) had a total of 26 fatalities. Recent data also indicates that motorcyclist fatalities by type of motorcycle are as follow:

- ✓ Sport bikes with 28 fatalities or 57 percent of the total
- ✓ Scooters with 16 fatalities or 33 percent of the total
- ✓ Cruisers with 5 fatalities or 10 percent of the total

The Puerto Rico Traffic Safety Commission in conjunction with the DMV, The Puerto Rico Police Department and other agencies will continue educating aggressive motorcyclist with campaigns focusing on the behavior of the motorcyclist on the road, the use of the DOT helmet and the importance of training and licensing, in addition the need for all motor vehicle operators to share the road with motorcyclists.



Performance Goals

- To reduce motorcycle fatalities from 49 in 2011 to 40 in 2013

Performance Measures

- Motorcycle fatality rate

Strategies

MC-13-06
Motorcycle Safety Coordinator
402MC

A comprehensive motorcycle program that includes public awareness, enforcement and engineering countermeasures requires coordination at PRTSC level. Personnel costs of a coordinator, local and out of state travel expenses, rent, purchase, and maintenance of equipment; contractual services, trainings costs, and educational materials targeted on proper gear and the importance of sharing the road, and other motorcycle safety related issues will be funded.

The educational materials will target the 20-44 year old riders and include prints, videos and others for use by the PRTSC, DMV, dealers, motorcycles groups and others to improve motorcycle safety.

The approved law requiring written and road testing for motorcycle license endorsement will also provide for rider training. In order to gear up for the demand examiners instructors must be developed and certified for the licensing program, and certified ranges must be established. The DMV have one range fully operating, but some municipalities and the program coordinator have identified potential sites and are being evaluated for certification.

The coordinator is going to continue teach the Motorcycle Safety Foundation Basic Rider Course to the Puerto Rico National Guard members, this is mandate by the Department of Defense for all soldiers that have a or ride a motorcycle, and at the same is requirement to enter any military around the world.

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. Education for students throughout schools and colleges. The coordinator is going to provide training for the municipality police in motorcycle safety.

Coordination for enforcement efforts will focus on coastal areas, where motorcycle crashes are occurring, during weekends, especially on Sundays.

MC-13-09L

Motorcycle Safety Mass Media Campaign

402MC

This project will fund the production of TV, radio and newspapers advertisings. It will be used for office materials, contractual services, local and out of state travel, and rent, purchase and maintenance of equipment.

MC-13-09S

Motorcycle Safety Mass Media Campaign

2010MC

This project will fund the production of TV, radio and newspapers advertisings targeting in the Share the Road message. It will be used for contractual services.



Distracted Driving

Program Overview

Distracted driving is driving while engaged in other activities, including but not limited to:

- ✓ using a cell phone
- ✓ texting
- ✓ eating
- ✓ reading
- ✓ using navigation systems
- ✓ adjusting a radio or MP3 player

These activities take the driver's attention away from the road. There are three types of distractions that may occur while driving:

- ✓ visual - taking one's eyes off the road
- ✓ manual - taking one's hands off the wheel
- ✓ cognitive - occurs when an individual takes their mind off the basic task of driving

Text messaging requires visual, manual, and cognitive attention of the driver.

According to United States DOT, "text messaging while driving creates a crash risk 23 times higher than driving while not distracted". Studies in Puerto Rico showed that 7 out of 10 drivers (70%) carry a mobile phone while driving. 74% of people using mobile phones while driving talk up to 30 minutes on a normal day. The 23% informed that talked for an hour or more during the day.

There is no doubt that the use of mobile phones or wireless has proliferated dramatically in today's society and has become an essential part of everyday life of a majority of citizens. Due to the above as of January 2013, the law #201 takes effect, which prohibits cell phone use and texting while driving; this law empowers the agent of law and order fining anyone who violates this rule.

Performance Goals

- Reduce the fatalities and injuries associated in distracting driving
- Educate the public trough advertising containing information about the dangers of texting or using a cell phone while driving
- To participate in national enforcement mobilization

Performance Measures

- Reduction rate
- Number of distracted driving tickets
- Number of educational and impact activities performed
- Amount of citizen educated

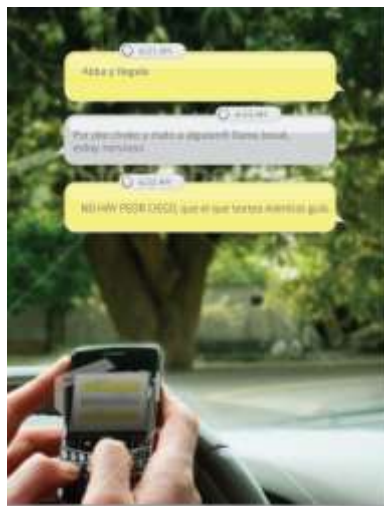
Strategies

13-14-03

Distracted Driving Coordinator

402DD

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



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

Section 402 Requirements (as amended by Pub. L. 112-141)

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));

PUERTO RICO TRAFFIC SAFETY COMMISSION – 2013 HIGHWAY SAFETY

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 and high-visibility law enforcement mobilizations,
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
- An annual statewide 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,
- Coordination of its highway safety plan, data collection, and information systems with the State strategic highway safety plan (as defined in section 148)(a)).

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

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(j)).

Other Federal Requirements

Cash drawdowns 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

PUERTO RICO TRAFFIC SAFETY COMMISSION – 2013 HIGHWAY SAFETY

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 (FFATA)

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

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- 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 OMB guidance.

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, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

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

which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered

transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

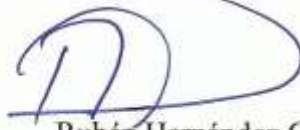
POLICY TO BAN TEXT MESSAGING WHILE DRIVING

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. 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).



Rubén Hernández Gregorat, MEM, PE

Governor's Representative for Highway Safety

Puerto Rico
State or Commonwealth

2013
For Fiscal Year

October 1st, 2012
Date

PUERTO RICO TRAFFIC SAFETY COMMISSION – 2013 HIGHWAY SAFETY

Cost Summary

U. S. Department of Transportation National Highway Traffic Safety Administration
 Federal Highway Administration
 State: Commonwealth of Puerto Rico Date: October 1st, 2012

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs			Federal Share to Local
	Increase/(Decrease)	Current Balance				
Previous Balance						
154-AL	\$2,300,000.00					
154-HE	\$3,000,000.00					
154-PA	\$200,000.00					
154-PM	\$200,000.00					
164-HE	\$3,000,000.00					
164-AL	\$2,300,000.00					
164-PM	\$200,000.00					
164-PA	\$200,000.00					
402-AL	\$0.00					
402-YA	\$0.00					
402-PS	\$500,000.00					
402-PT	\$150,000.00	\$31,337,508.75				
402 -PA	\$240,000.00	\$1,690,754.00				
402-CP	\$600,000.00					
402-OP	\$150,000.00					
402-TR	\$0.00					
402-DE	\$0.00					
402-DD	\$60,000.00					
402-PM	\$600,000.00					
402-MC	\$100,000.00					
2010	\$0.00					
410	\$2,000,000.00	\$7,702,298.00				
408	\$2,300,000.00					
K2 405	\$150,000.00	\$4,682,616.25				
Total NHTSA	\$18,250,000.00	\$45,413,177.00				
Total FHWA						
Total NHTSA & FHWA	\$18,250,000.00	\$45,413,177.00				

State Official Authorized Signature:



Federal Official Authorized Signature:

NAME: RUBEN A. HERNANDEZ GREGORAT
 TITLE: GOVERNOR'S REPRESENTATIVE FOR HIGHWAY SAFETY
 DATE: October 1st, 2012

NHTSA - NAME: _____
 TITLE: _____
 DATE: _____

HS Form 217

Effective Date: _____



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

Region 2
New Jersey, New York,
Pennsylvania,
Puerto Rico,
U.S. Virgin Islands

222 Mamaroneck Avenue, Suite 204
White Plains, New York 10605-1388
Phone: 914-682-6162
Fax: 914-682-6239

September 24, 2012

The Honorable Luis G. Fortuño
Governor of Puerto Rico
La Fortaleza
San Juan, Puerto Rico 00901-0082

Dear Governor Fortuño:

We have reviewed Puerto Rico's Fiscal Year 2013 Performance Plan, Highway Safety Plan, Certifications and Assurances Statement, and Program Cost Summary (HS Form 217), dated September 1, 2012. Based on these submissions, we find your State's highway safety program to be in compliance with the requirements of the Section 402 Program.

This determination does not constitute an obligation of federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the National Highway Traffic Safety Administration (NHTSA) Administrator at the commencement of the fiscal year identified above. However, federal funds reprogrammed from the prior-year Highway Safety program (carry forward funds) will be available for immediate use by the State on October 1. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or its electronic equivalent), consistent with the requirements of 23 CFR 1200.14(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

Specific details relating to the implementation of the plan will be provided to Rubén Hernandez-Gregorat, your representative for highway safety.

We look forward to working with the Puerto Rico Traffic Safety Commission and its partners on the successful implementation of this plan.

Sincerely,

Thomas M. Louizou
Regional Administrator

bcc: Rubén H. Gregorat, Secretary, Puerto Rico DOT&PW
Zoriemy Rivera Hernández, Executive Director, PRTSC
Martin Knopp, Division Administrator, FHWA
Enid Martinez, State Director, FMCSA
Maggi Gunnels, Associate Administrator, NHTSA, ROPD

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan 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).



Rubén Hernández Gregorat, MEM, PE

Governor's Representative for Highway Safety

Puerto Rico
State or Commonwealth

2013
For Fiscal Year

September 4, 2012
Date

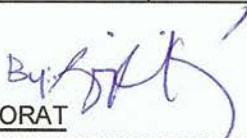
PUERTO RICO TRAFFIC SAFETY COMMISSION – 2013 HIGHWAY SAFETY PLAN

Cost Summary

U. S. Department of Transportation National Highway Traffic Safety Administration
Federal Highway Administration
State: Commonwealth of Puerto Rico Date: September 1, 2012

Program Area Previous Balance	Approved Program Costs Increase/(Decrease)	State/Local Funds Current Balance	Federally Funded Programs	Federal Share to Local
154-AL	\$2,300,000.00			
154-HE	\$3,000,000.00			
154-PA	\$200,000.00			
154-PM	\$200,000.00			
164-HE	\$3,000,000.00			
164-AL	\$2,300,000.00			
164-PM	\$200,000.00			
164-PA	\$200,000.00			
402-AL	\$0.00			
402-YA	\$0.00			
402-PS	\$500,000.00			
402-PT	\$150,000.00	\$36,020,125.00		
402-PA	\$240,000.00	\$1,690,754.00		
402-CP	\$600,000.00			
402-OP	\$150,000.00			
402-TR	\$0.00			
402-DE	\$0.00			
402-DD	\$60,000.00			
402-PM	\$600,000.00			
402-MC	\$100,000.00			
2010	\$0.00			
410	\$2,000,000.00			
408	\$2,300,000.00			
K2 405	\$150,000.00			
Total NHTSA	\$18,250,000.00	\$37,710,879.00		
Total FHWA				
Total NHTSA & FHWA	\$18,250,000.00	\$37,710,879.00		

State Official Authorized Signature:



Federal Official Authorized Signature:

NAME: RUBEN A. HERNANDEZ GREGORAT
TITLE: GOVERNOR'S REPRESENTATIVE FOR HIGHWAY SAFETY
DATE: SEPTEMBER 4, 2012

NHTSA - NAME: _____
TITLE: _____
DATE: _____
EFFECTIVE DATE: _____

HS Form 217