

PUERTO RICO

HIGHWAY SAFETY PLAN

FY 2016



Hon. Alejandro Garcia Padilla
Governor of Puerto Rico



PUERTO RICO
TRAFFIC SAFETY COMMISSION
COMMONWEALTH OF PUERTO RICO

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Chairman of the Board

Mr. Jose A. Delgado Ortiz
Executive Director

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

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INTRODUCTION

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

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

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

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

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

EXECUTIVE SUMMARY

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

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

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

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

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

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

RELATIONSHIP AND COORDINATION WITH SHSP

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

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

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

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

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

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

SETTING PERFORMANCE GOALS/TARGETS FOR 2016

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

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

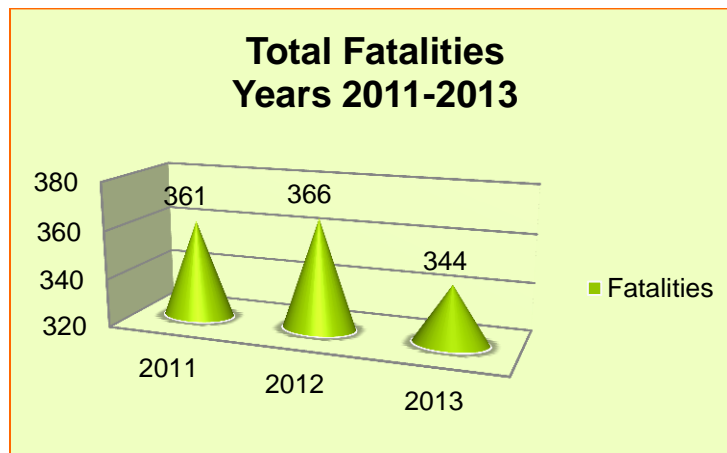


Figure 1: Total Fatalities Years 2011-2013

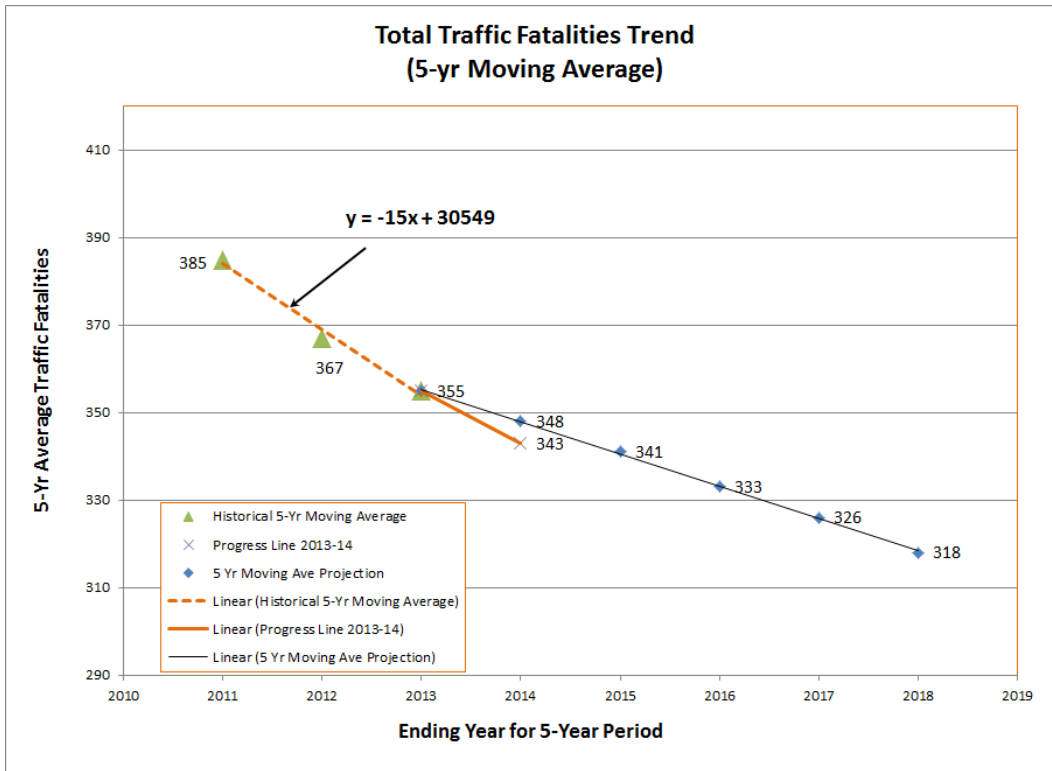


Figure 2: Total Traffic Fatalities Trend (5Yr. Moving Avg.)

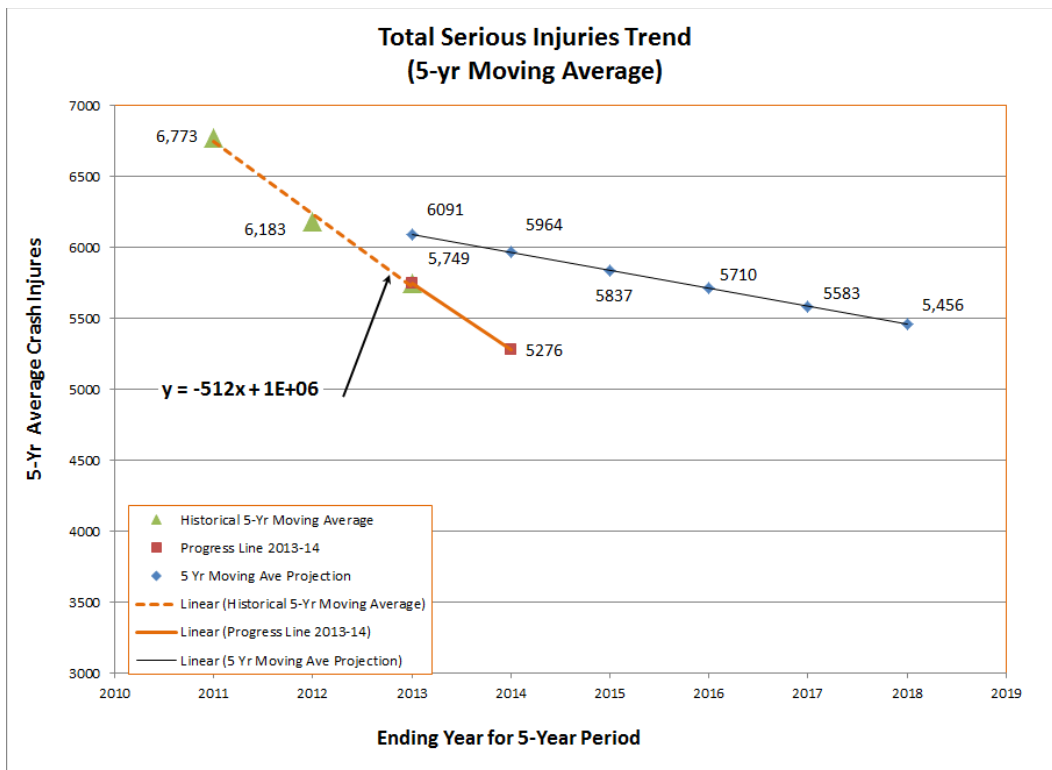
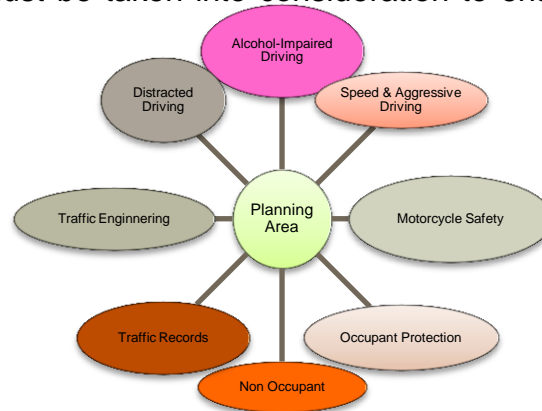


Figure 3: Total Serious Injuries Trend (5yr. Moving Ave.)

PROCESS DESCRIPTION

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

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



The following steps outline the planning process:

- ✚ Review most recent data available
- ✚ Ensure FARS analyst provide latest fatality statistics and compare with PRPD data.
- ✚ Prepare RFP letter and send forms. Published Public Notice.
- ✚ Prepare Problem Identification after data analysis.
- ✚ Review Proposals and send comments to applicants.
- ✚ Prioritize problems, distribute module writing and set goals with strategies.

- ✚ Select projects to include in the HSP.
- ✚ Prepare first draft and edit.
- ✚ Prepare 405 applications.
- ✚ All corrections needed must be addressed by the next draft.
- ✚ Insert tables and graphs.
- ✚ Create cover page.
- ✚ Review last draft, sign assurances and send to NHTSA.
- ✚ After fiscal year ends, documents and data are gathered, reviewed and organized to evaluate outcomes.
- ✚ Annual Report is prepared and submitted to NHTSA.

SELECTING COUNTERMEASURES AND PROJECTS

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

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

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

PROBLEM IDENTIFICATION

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

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

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

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

Figure 4: Traffic Crash Trends Years 2009-2013

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

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

compared to 2012. Nonetheless, 2010 continues to be the year with the least amount of traffic fatalities with 340.

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

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

EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PLAN

Puerto Rico Traffic Safety Evidence Based Enforcement Plan is concentrated in developing best practices to work with enforcement agencies toward traffic safety achievements. A great portion of PRTSC grants funding is designated to state and municipal law enforcement agencies. Through the years, procedures have been developed to improve relations between the Commission and police agencies and for the understanding of new and modern ways to obtain better results ensuring an efficient use of resources to support goal achievements. An evidence based approach is crucial to incorporate all parts of a useful enforcement program. The following outline is based on the State of New York Enforcement Plan which is considered a complete one, presenting all aspects of an enforcement plan.

Data-driven Problem Identification

Proper identification of traffic problems and its contributing factors requires reliable data and identifiable variables. This information is very important to assist PRTSC in identifying the traffic safety issues and trends that are going to be addressed by the HSP. Identifiable road users are a must, in order to establish priorities and assess relationships between group characteristics and crashes contributor factors. A summary of problems identified are fully developed in the Problem ID Handbook and program area sections of this HSP.

To assist agencies and municipalities at local level, the Traffic Records Program funds CARE Database System Project which compiles data that enables its users to extract statistics, graphs and compare traffic variables for fatal and injury crashes and its contributing factors for years 2002-2014. However, better data will be available when all three main issues with data gathering are resolved: improve location data, timeliness of data and elimination of duplication of efforts. Also, important numbers and statistics were used from 2011-2013 Fatality Analysis Reporting System (FARS) Database, registered

vehicles and licensed drivers data from DISCO (DMV) and roadway miles and VMT from the PRDOT.

Problem identification data that identifies and sustains highway safety issues must be included in all proposals submitted, in conjunction with strategies and performance measures to be implemented in order to address the problem/problems stated.

Implementation of Evidence-based Strategies

PRTSC has been establishing requirements for granting funds such as proper identification of traffic problems and evidence based strategies. These requirements forces proposers to examine local data and develop appropriate countermeasures for their own problem areas. Problem ID must answer: “who”, “what”, “when”, “where” and “why”. For police agencies PRTSC requires formal proposals and “mini grants”, the adoption of enforcement strategies including, but not limited to: targeted enforcement and high visibility, focusing on specific violations; such as alcohol impaired, distracted driving, speeding, road checks and seat belt enforcement. These enforcement activities can take place on specific periods of time of day/year when more traffic violations, crashes and fatalities occur; such as nighttime, high consumption of alcohol periods, national seat belt and impaired driving mobilizations.

Enforcement Grants Using Evidence-based Approach and Problem Identification

Grant cycle begins with the request for proposals and a public notice which summarizes traffic program areas for the upcoming fiscal year. PRTSC planner and Program Coordinators provide proponents with general guidelines for proposal writing, statistics to define problems and references for developing strategies such as NHTSA Guidelines and “Countermeasures that Work”. By completing the application, the applicants tailor their proposal to address their traffic problems. Police agencies are encouraged to direct the prevalence of crash incidence and contributor factors that might include

engineering or road design problems and the most common, driver behavior. As explained above, all five “W’s” must be answered in order to establish their work plan. As other sources of helpful information, survey results, traffic tickets issued during recent years and location comparisons are recommended for proposal narratives.

Generally, coordinators and planner recommend high-visibility enforcement campaigns, sustained enforcement, saturation patrols, equipment acquisition and training.

PRTSC grant projects use proven enforcement strategies to impact dangerous driving behaviors directly linked to injuries and fatalities. As one of the “E’s” in traffic safety, enforcement projects are one major strategy that has always been linked to Puerto Rico’s goal of reducing motor vehicle crashes, injuries, property damage and deaths.

All proposals and work plans require that the sub-grantees maintain an ongoing evaluation by observing and documenting trends and external factors that may or may not hinder the enforcement efforts or outcomes. Projects are encouraged to inform such factors and readjust strategies to address those emerging trends or neutralize these factors.

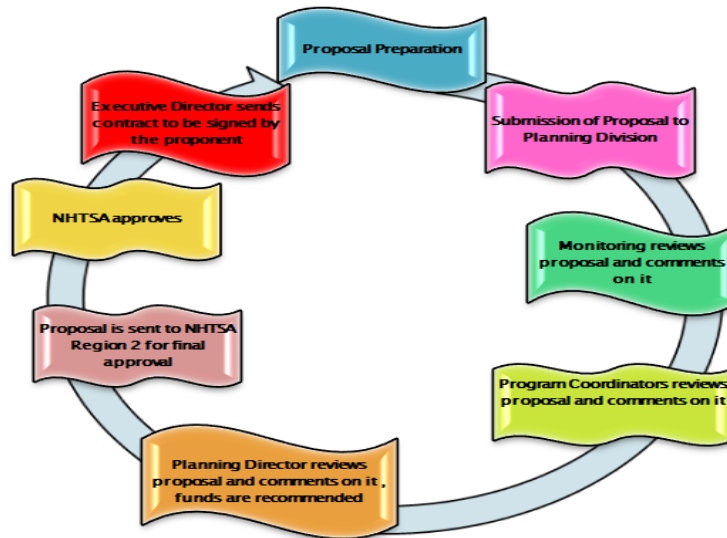
Grant Application Review Process


PRTSC planner, monitors and coordinators review all grant proposals (not only enforcement ones) based on all required documents and signatures (monitors), the reading and understanding of the traffic problems and the correlation between the stated problem, solutions presented and the means to execute the strategies. Performance history is also a good source of information, since changes and modifications performed by the sub-grantee addressing past issues are taken into consideration. All applicants receive the same treatment in order to ensure a balance and fair assessment.

The review criterion includes:

1. Forms revision

2. Problem Id and Solution (must be data driven and correlated)
3. Action Plan (must be directly targeted to address traffic problems, integrated strategies with expected outcomes).
4. Budget evaluation
5. General Assessment and dialogue, with and by planner and coordinators.



 <p>COMMONWEALTH OF PUERTO RICO Puerto Rico Traffic Safety Commission</p> <p style="text-align: right;">CST-PLAN-06 Rev. 05/2015</p> <p>PROJECT AGREEMENT ASSESSMENT FORM</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">Project Name:</td> <td style="width: 20%;">Project #</td> <td style="width: 20%;"></td> </tr> <tr> <td>Coordinator Name</td> <td>Date</td> <td></td> </tr> <tr> <td>Manager Name</td> <td>Date</td> <td></td> </tr> </table>	Project Name:	Project #		Coordinator Name	Date		Manager Name	Date		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2" style="text-align: center;">Coordinator's Overall Score (0 to 5)</td> </tr> <tr> <td colspan="2">Manager's Comments:</td> </tr> <tr> <td colspan="2" style="text-align: center;">Manager's Overall Score (0 to 5)</td> </tr> <tr> <td colspan="2" style="text-align: center;">COST PROPOSAL</td> </tr> <tr> <td colspan="2">Coordinator's Comments:</td> </tr> <tr> <td colspan="2">Examples (Good or Bad)</td> </tr> <tr> <td colspan="2">1.</td> </tr> <tr> <td colspan="2">2.</td> </tr> <tr> <td colspan="2">3.</td> </tr> <tr> <td colspan="2" style="text-align: center;">Coordinator's Overall Score (0 to 5)</td> </tr> <tr> <td colspan="2">Manager's Comments:</td> </tr> <tr> <td colspan="2" style="text-align: center;">Manager's Overall Score (0 to 5)</td> </tr> <tr> <td colspan="2" style="text-align: center;">Coordinator's Total Score (0 to 20) 0</td> </tr> <tr> <td colspan="2" style="text-align: center;">Manager's Total Score (0 to 20) 0</td> </tr> </table> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">Evaluating Scores</th> </tr> <tr> <th style="width: 50%;">Problem Identification</th> <th style="width: 50%;">Strategies and Performance Measures</th> </tr> </thead> <tbody> <tr> <td>4 - 5 Problem statement clearly written. 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Continuous Oversight

Several methods are used to follow-up on programs funded by PRTSC:

- Progress report and activity review (mobilizations reports & supporting documents) - Agencies receiving grant funding are required to report quarterly on the progress of their project or after each mobilization. A final report is also required. Reports must include data on the activities conducted, enforcement breakdowns or working plan interventions, arrests, number of tickets issued, number of police officers, and hours worked evidenced with time cards and payroll matching with claim requests. The level of activity supported by grant funding and outcomes are reviewed and a report is written by each Program Coordinator. When enforcement activities appear to be low in relation to hours funded, PRTSC staff will initiate a discussion with the sub-grantee about effective use of grant funds. The prerogative to reimburse funds will be PRTSC’s after discussing it with the sub grantee.
- On-site project monitoring- Before each monitoring visit, PRTSC staff review all project file, including reports, claims, payments, equipment inventory, etc. During site visits, grant files are reviewed and issues/problems or findings are discussed with Project Director. Monitors and/or coordinators and LEL provide guidance and technical assistance to all sub-grantees to improve administrative, financial and programmatic aspects of their projects.
- On-site visits during enforcement activities- Generally LEL’s are in charge of visiting police agencies during enforcement activities to ensure proper maneuvers are being conducted and to review outcomes. Technical assistance is provided during site visits if necessary.
- Sub-grantee training programs- Conferences regarding mobilizations requirements are conducted before each one. Also, trainings about advanced enforcement techniques, such as texting drivers’ detection, are conducted. In addition, training to refresh best practices for impaired driving arrest reports are conducted. Meeting highlights, agenda and assistance are also prepared.

- Personal, phone or email technical assistance- provided as follow up or desk review.

An Ongoing Cycle

PRTSC has established a solid partnership with State and Municipal Police agencies. Considerable progress has been achieved during fiscal year 2015, primary a much deeper understanding on the importance of high visibility traffic enforcement as a mean to reduce highway crashes and, as a bonus, to discourage criminal activities. Much of these have been achieved thanks to the daily persistence and hard work of program coordinators and planner whom seek to empower all police agencies in order to deepen the working relationship and trust; resulting in the achievement of better enforcement outcomes that surely will save more lives in the roads of Puerto Rico.

DEVELOPING PROGRAM GOALS

The development process for this HSP’s goals, performance measures, and targets (performance goals) were selected in close coordination and in full agreement with the PR SHSP 2014-2018, as established last year. The strategic goal for both plans is to reduce fatalities and serious injuries related to traffic crashes on the roads of Puerto Rico. The performance measures included as part of both, the HSP and the SHSP, consider the five-year moving average for the PR Overall Performance and for the behavioral Emphasis Areas included in both plans (i.e., Alcohol Impaired Driving, Aggressive (speeding) Drivers, Young (15-20) Drivers, Vulnerable Users and Occupant Protection (seat belt use)). The PRHTA and the PRTSC teams met on several occasions to reach an agreement in terms of the SHSP objectives (performance goals).

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

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

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

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

Figure 5: FY16 Core Performance Measures

ALCOHOL-IMPAIRED DRIVING

Program Overview

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

As the popular saying stays: *old habits die hard*, this is very much true considering that the first Spanish governor of Puerto Rico, Juan Ponce de León founded the first rum distillery on the island (early sixteenth century) and acceptance came to the point that Puerto Rico is currently the largest producer of rum in the world (providing 80% of the rum consumed in the United States and Latin-American). Before that, the Taíno natives, who were living in our island by year 600 A.D., used to make a beverage called “Chicha”, by fermenting corn and was consumed on festivities or religious rituals. All that customs and habits were passed to us making alcohol consumption a culturally accepted habit very difficult to relate with tragedy (impaired driving) and sickness (alcoholism & cirrhosis) in the mind of most citizens. Much has been done to change the perception of alcohol and driving, but still, Puerto Rico ranks among the highest in alcohol impaired driving fatalities in the nation.

According to the NHTSA Fatality Analysis Reporting System, FARS, in 2013, 127 alcohol impaired driving fatalities occurred. This indicates a 24% increase from 2011 to

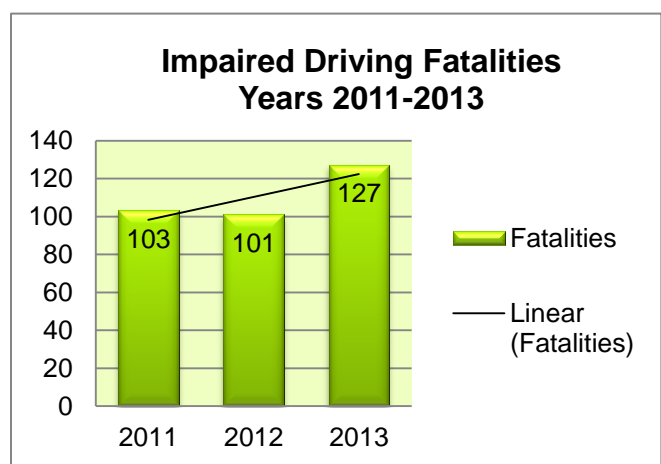


Figure 6: Impaired Driving Fatalities Years 2011-2013

2013. Impaired driving fatalities represent 37% of total traffic fatalities for 2013.

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

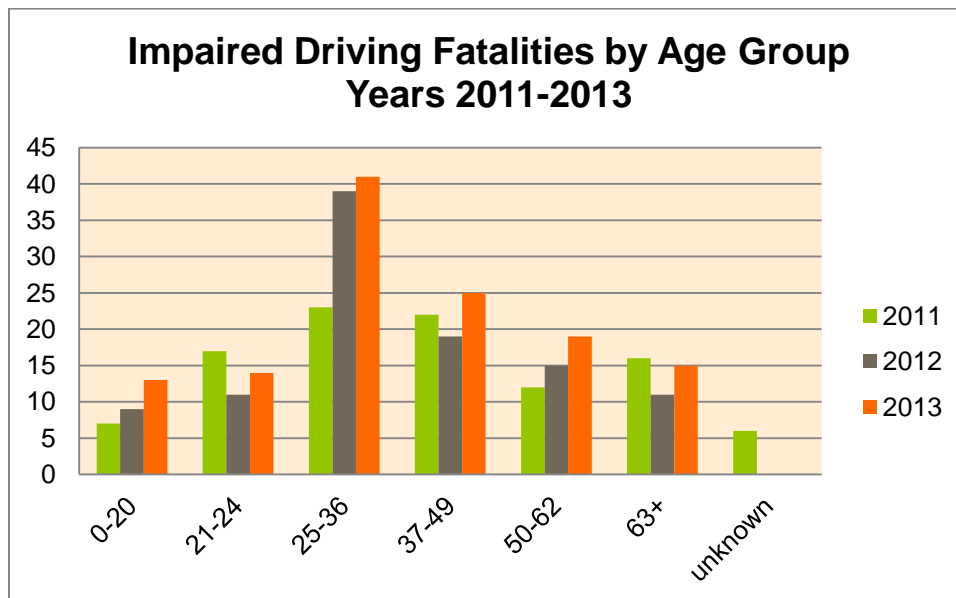


Figure 7: Impaired Driving Fatalities by Age Group Years 2011-2013

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

- 93% alcohol impaired driving fatalities were male
- 51% of impaired driving fatalities were in the 25-49 years group, followed by age group 15-24 with 21%
- Weekends reported most alcohol impaired driving fatalities with Sundays in first place with 30% of total impaired driving fatalities.

- 66% of impaired driving fatalities occurred from 6:00PM-6:00AM
- Similar numbers are observed in every month, but March, July and September showed the highest numbers of impaired driving fatalities. Summer months represent 28% of impaired driving fatalities for the three years period average.
- Most impaired driving fatalities have occurred on primary roads.
- 72% of all alcohol impaired drivers killed were unrestrained.
- 62% of alcohol impaired motorcycle riders killed was un-helmeted.
- 66% alcohol impaired driving fatalities also presented a speeding factor.

Strategies

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

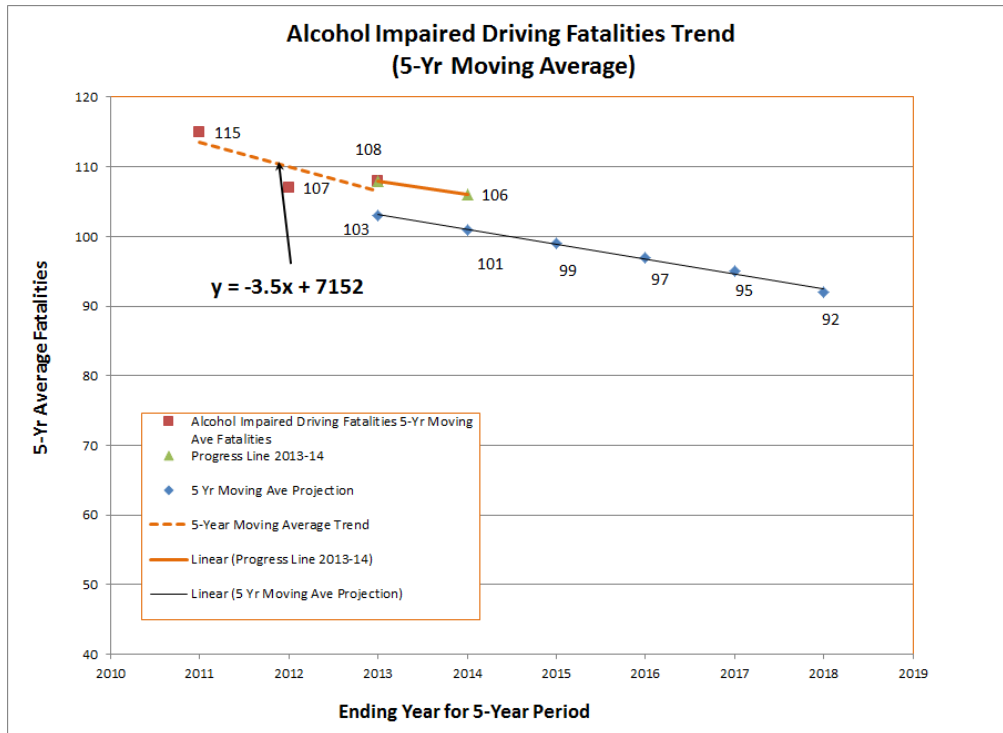


Figure 8: Alcohol Impaired Driving Fatalities Trend (5-Yr Moving Average)

Performance Targets.

- Reduce alcohol impaired driving fatalities 10 percent from 108 (2009-2013 average) to 97 by 2016.
- To conduct five (5) alcohol impaired driving mobilizations during 2016.
- To coordinate at least two (2) alcohol trainings for PRPD and Municipal Police in 2016.
- To conduct at least one (1) training for judges and one (1) for prosecutors during 2016.
- To maintain public information and educational efforts during high alcohol consumption periods.

Performance Measures

- Number and percentage of alcohol impaired driving fatalities.
- Number of DWI interventions and arrests during mobilizations.

- Number of trainings to PRPD and Municipal Police and number of officers trained.
- Number of judges and prosecutors trained.

Projects Strategies

Project Title: Impaired Driving Overtime Enforcement

Project Number: 16-01-01

Description: Overtime to participate in Alcohol National Crackdowns and mobilizations will be funded for PRPD’s 13 traffic police regions and many Municipal Police. Budget for PRPD overtime hours will be \$430,000.00. Municipalities will be selected using past performance criteria, alcohol equipment acquisition such as alco-sensors, mouth pieces, police security gear and availability to work overtime hours. Year 2016 is going to be a challenging one regarding availability of traffic state and municipal police, since 2016 is electoral year. All candidates conduct rallies, caravans of motor vehicles, hundreds of vehicles at every single event, complicating general traffic to the extreme. We anticipate these events commencing on spring because primary elections will be on June 2016. After primary event, winners will intensify their campaigning events towards general elections. It is important to notice that in Puerto Rico, governor, resident commissioner, legislators and mayors are elected in the same election every four year therefore traffic becomes very complicated requesting more efforts and labor from all traffic police agents. Surely this will affect police participation in all mobilizations. Mobilization periods have been chosen by identifying very high alcohol consumption periods. This strategy is based on NHTSA’s Uniform Guidelines, Guideline # 8, and Chapter II-Section C. Enforcement.

Budget: \$930,000.00

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

Impaired Driving Overtime Enforcement

Project Number	Agency	Amount	Source
16-01-01	PR Police Department	\$430,000.00	410FR
16-01-XX	Municipal Police	\$500,000.00	154AL
Total		\$930,00.00	

Project Title: Impaired Driving Enforcement Equipment Program

Project Number: 16-01-XX

Description: PRTSC will provide funds for equipment to enhance impaired driving enforcement efforts. The equipment to be purchased will include: preliminary breath testing equipment mouthpieces, Intoxilyzers 9000, mouth pieces, and maintenance and replacements parts and supplies to be placed in the PRPD traffic regions. Preliminary breath test equipment such as Alco-Sensors, its replacement parts and supplies will be funded through a formal proposal for PRPD, and mini grants for Municipal Polices. As

included in Countermeasures that Work 2013, Chapter 1 Impaired Driving, Section 2.3 Preliminary Breath Test Devices and Uniform Guidelines Guideline # 8, Chapter II- Section C. Enforcement.

Budget: \$364,864.00

Impaired Driving Enforcement Equipment Program

Project Number	Agency	Amount	Source
16-01-27	Municipality of Arecibo	\$41,134.00	410FR
16-01-51	Municipality of Luquillo	\$58,530.00	410FR
16-01-36	Municipality of Guaynabo	\$74,200.00	410FR
16-01-47	Municipality of San Juan	\$31,000.00	410FR
16-01-26	Municipality of Carolina	\$30,000.00	410FR
16-01-28	Municipality of Bayamón	\$30,000.00	410FR
16-01-43	Municipality of Ponce	\$30,000.00	410FR
16-01-41	Municipality of Cabo Rojo	\$25,000.00	410FR
16-01-45	Municipality of Hatillo	\$20,000.00	410FR
16-01-65	Municipality of Barceloneta	\$25,000.00	410FR
Total		\$364,864.00	

Project Title: Alcohol Impaired Driving Prosecution Enhancement

Project Number: 16-01-XX

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

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

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

Puerto Rico Department of Justice-Impaired Driving Prosecution Unit

The Puerto Rico Department of Justice is conducting various efforts to enhance the quality and skills of its prosecutors, especially DWI cases prosecutors. One of the main tasks is to establish a training plan that includes many TSRP skills. These responsibility will be instructed and entrusted to at least two state prosecutors in every judicial region (13 regions), including the District Attorney. In addition, DWI seminars and conferences will be provided to state’s prosecutors. Costs related to trainings, training materials, contractual services, and a DWI Coordinator, to ensure program coordination, development, and implementation, will be funded. In average for the past four years 15,300 DWI cases were assigned and worked by PRDOJ prosecutors. However, only 29% of these cases were heard in court, although in 94% of cases heard a conviction was obtained. Also, long awaited alcohol repeat offender collaboration will be coordinated between Department of Justice and DTPW and its Information Technology Office under Traffic Records Module. Project will contribute to enhance prosecution services in all judicial regions within the Department of Justice integrating law enforcement agencies, toxicology lab, governor’s highway safety office, and victim advocate projects. Strategy is based on NHTSA, s Uniform Guidelines, Guideline #8, Chapter II, Section D.

Budget: \$436,725.00

Impaired Driving Youth Programs

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

Project Title: Impaired Driving Coordinator

Project Number: 16-01-13

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

Budget: \$83,316.00

Impaired Driving Coordinator

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

Project Title: Impaired Driving Media Survey

Project Number: 16-01-22

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

Budget: \$8,000.00

Impaired Driving Media Survey

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

YOUTH ALCOHOL

Program Overview

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

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

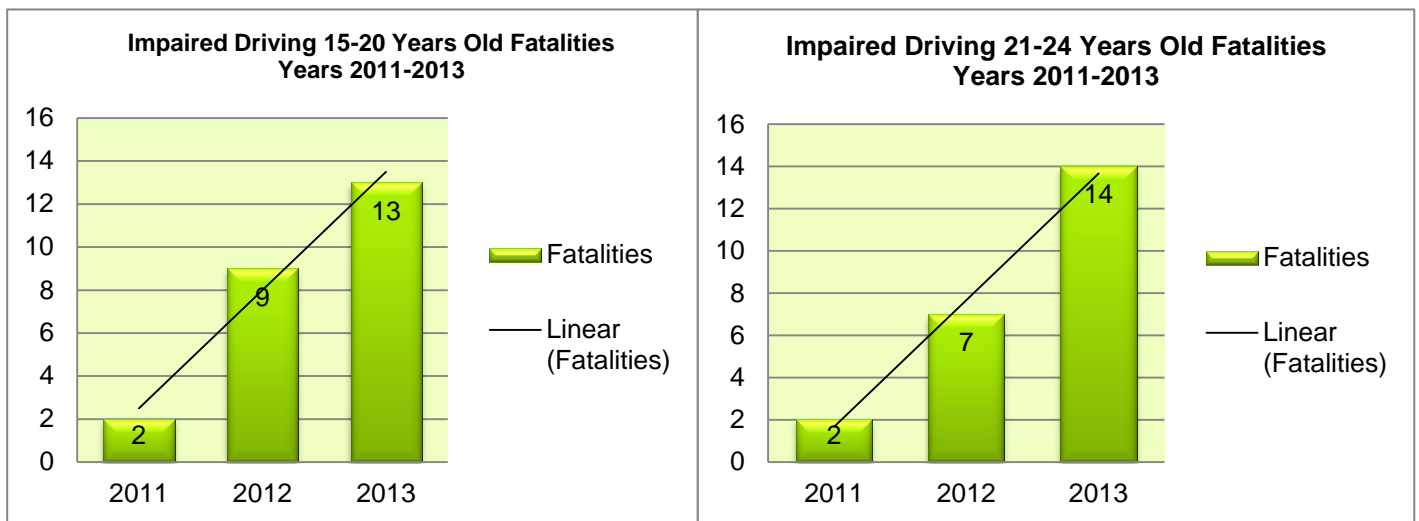


Figure 9: Impaired Driving 15-20 Years Old Fatalities Years 2011-2013

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

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

- 92% of impaired driving fatalities were male

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

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

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

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

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

Strategies

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

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

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

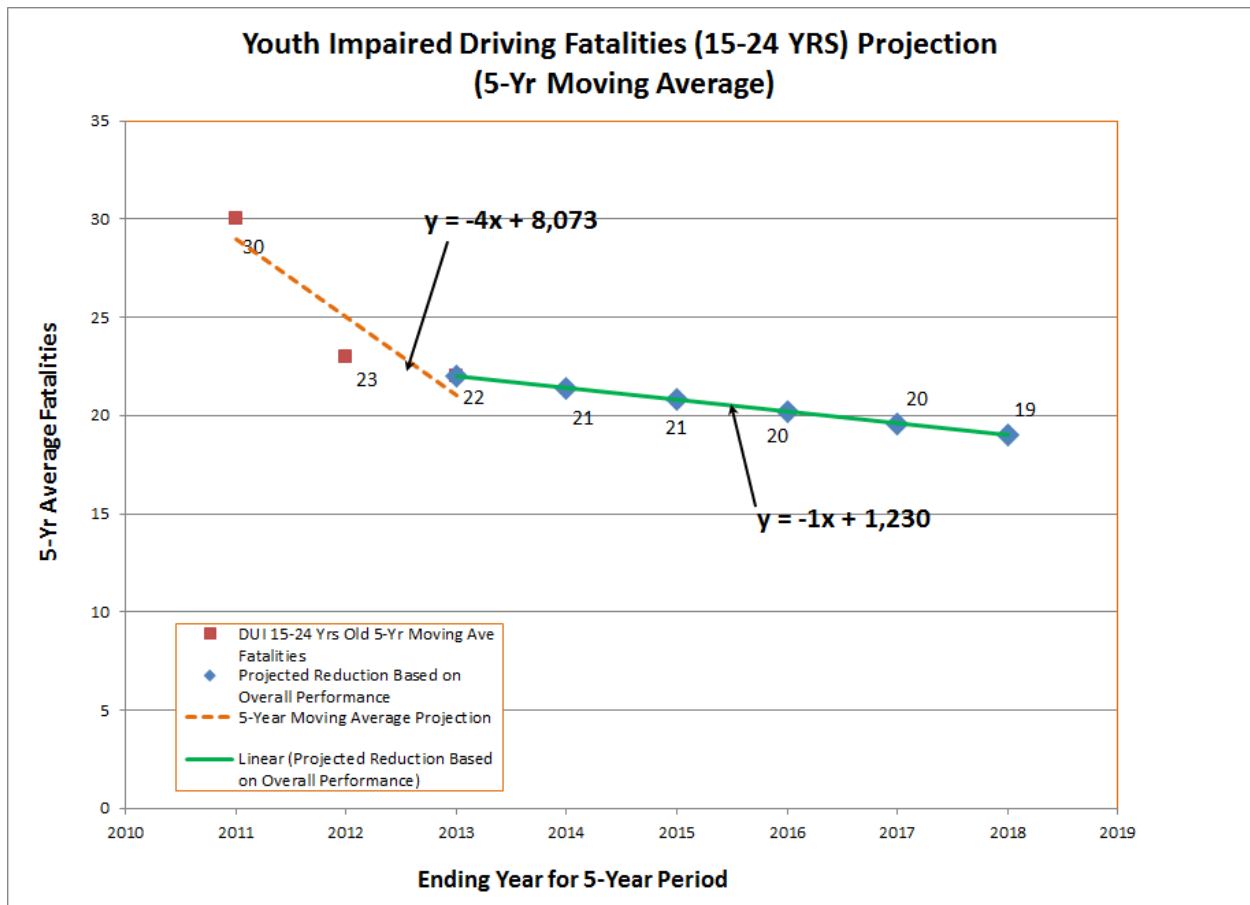


Figure 9: Youth Impaired Driving Fatalities (15-24 Yrs.) Projection

Performance Targets

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

Performance Measures

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

Projects Strategies

Project Title: Impaired Driving Youth Programs

Project Number: 16-02-XX

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

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

Budget: \$714,246.00

Impaired Driving Youth Programs

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

16-02-25	Metropolitan University	\$45,376.00	164AL
16-02-XX	Interamerican University San Germán Campus	\$57,020.00	164AL
16-02-XX	Polytechnic University San Juan Campos	\$67,121.00	164AL
16-02-XX	Sistema TV – Ana G. Méndez University Channel	\$120,000.00	154AL
Total		\$834,246.00	

POLICE TRAFFIC SERVICES

Program Overview

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

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

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

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

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

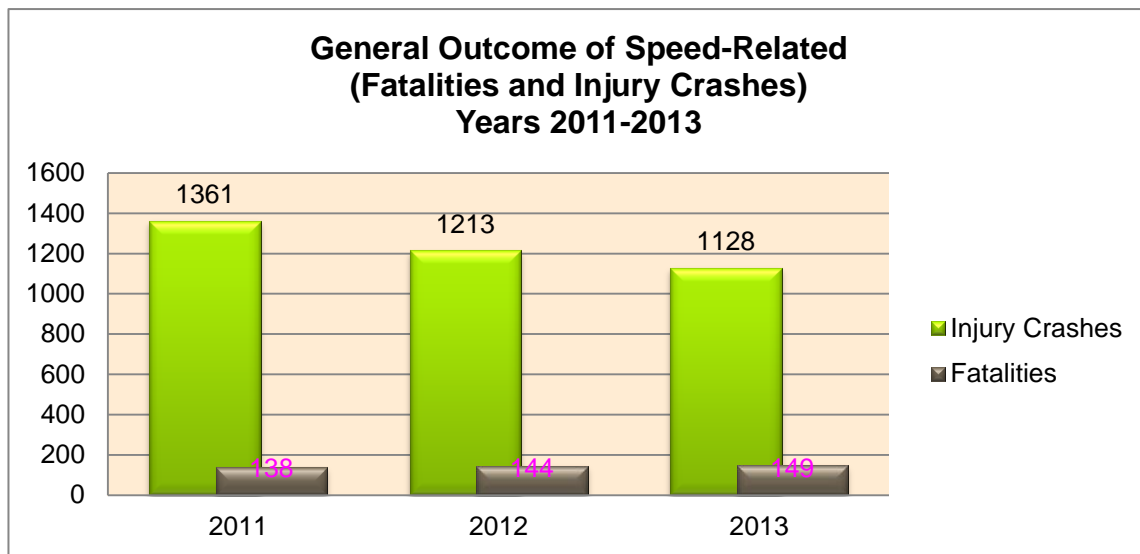


Figure 10: General Outcome of Speed Related Years 2011-2013

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

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

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

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

Performance Goals/Targets

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

Performance Measures

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

Projects Strategies

Project Title: Law Enforcement Liaison

Project Number: 16-03-03

Description: The Law Enforcement Liaison (LEL) Program is designed to enhance the relationship between the highway safety office, law enforcement community and other pertinent partners. LEL makes a difference when working with law enforcement agencies. These are recognized by NHTSA as effective resources. LELs are trained to detect and correct problems quickly, and improve police traffic services.

Retired ranking officers will serve as experts in police and enforcement matters to guide PRTSC in the decision making process regarding enforcement. Primary responsibilities of the LEL include: serving as the liaison between the law enforcement community, key partners and the PRTSC, encouraging more law enforcement participation in HVE

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

Budget: \$140,000.00

Law Enforcement Liaison

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

Project Title: Speed and Aggressive Driving Media Survey

Project Number: 16-03-00

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

Budget: \$8,000.00

Speed and Aggressive Driving Media Survey

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

Project Title: Speed Enforcement Equipment

Project Number: 16-03-XX

Description: PRTSC will provide funds for equipment to enhance speeding enforcement efforts. Radars and related equipment and maintenance for Municipal and State Police will be funded based on Countermeasures that Work 2013 Chapter 3.

Aggressive Driving & Speeding, Section 2.3 Other Enforcement Methods-Technology and Uniform Guidelines, Guideline # 15, Chapter III. Traffic Law Enforcement.

Budget: \$382,945.00

Speed Enforcement Equipment

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

Project Title: Speed Enforcement Mobilization

Project Number: 16-03-XX

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

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

Budget: \$280,000.00

Speed Enforcement Mobilization

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

PLANNING AND ADMINISTRATION

Program Overview

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

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

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

Performance Goals

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

Performance Measures

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

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

Legislative Goals

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

Projects Strategies

Project Title: Evaluate HSP Tasks

Project Number: 16-04-XX

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

Budget: \$207,000.00

Evaluate HSP Tasks

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

Project Title: Administer Program

Project Number: 16-04-03

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

Budget: \$235,000.00

Administer Program

Project Number	Agency	Amount	Source
16-04-03	PRTSC	\$162,000.00	402PA
Total		\$162,000.00	

OCCUPANT PROTECTION

Program Overview

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

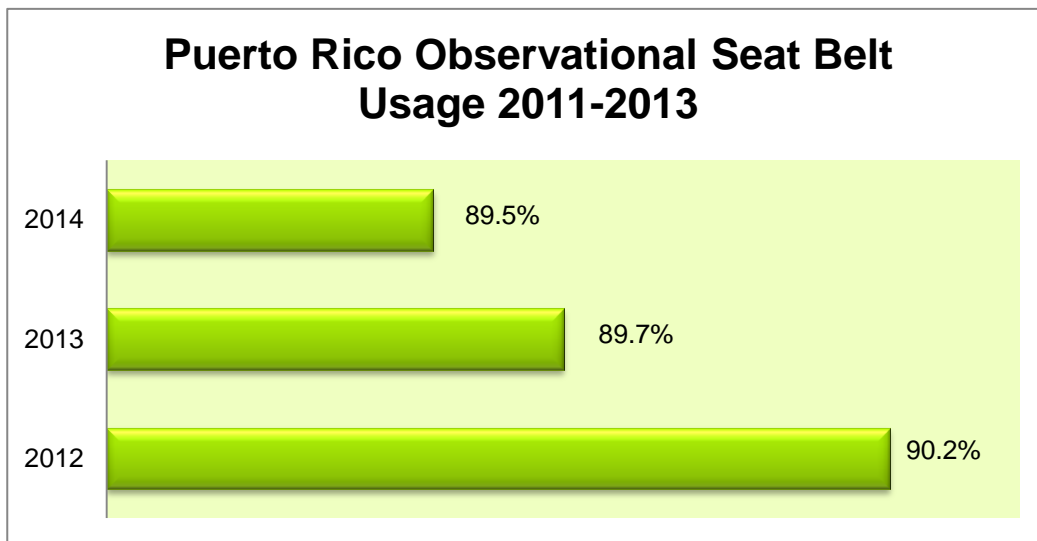


Figure 11: Puerto Rico Observational Seat Belt Usage 2011-2013

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

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

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

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

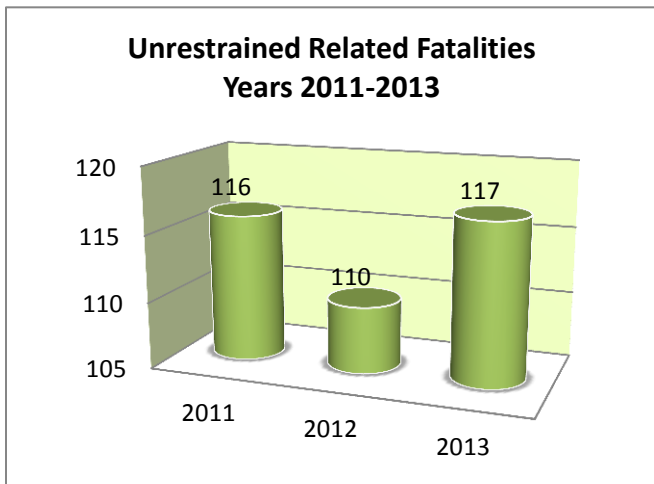


Figure 12: Unrestrained Related Fatalities
Years 2011-2013

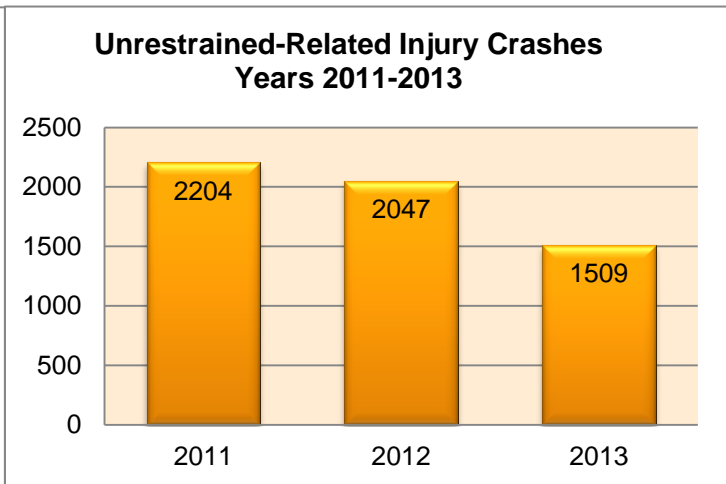


Figure 13: Unrestrained-Related Injury Crashes
Years 2011-2013

reducing the risk of death. However, nearly 73% of these are not installed or used correctly. Child restraint usage has reached 94.7% during 2012 in Puerto Rico, these seats, when used properly, can reduce fatal injury to infants (less than 1 year old) by 71 % and toddlers (1-4 years old) by 54 % in the event of a traffic crash. PRTSC has established permanent fitting stations in Fire Stations, with certified firemen as Child Passenger Safety Technicians (CPST). As a result of daily inspections and checkpoints carried out last year, it was found that 3 out of 4 safety seats are installed incorrectly or

the child is not using the proper seat. Based on this data, the PRTSC has established that the increase of use of child restraint seats and its correct use are a priority that must be addressed during FY 2016.

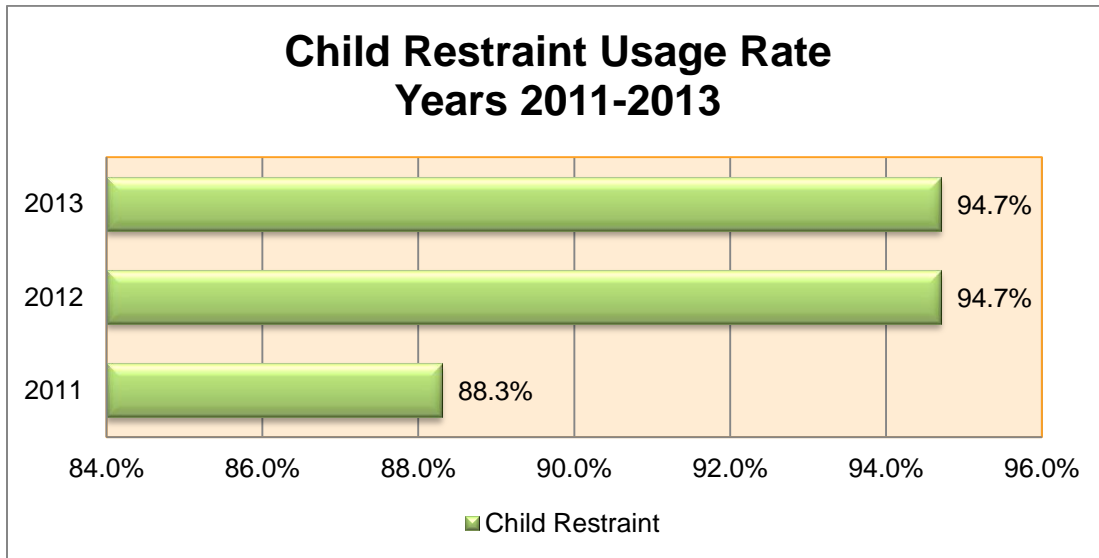


Figure 14: Child Restraint Usage Rate Years 2011-2013

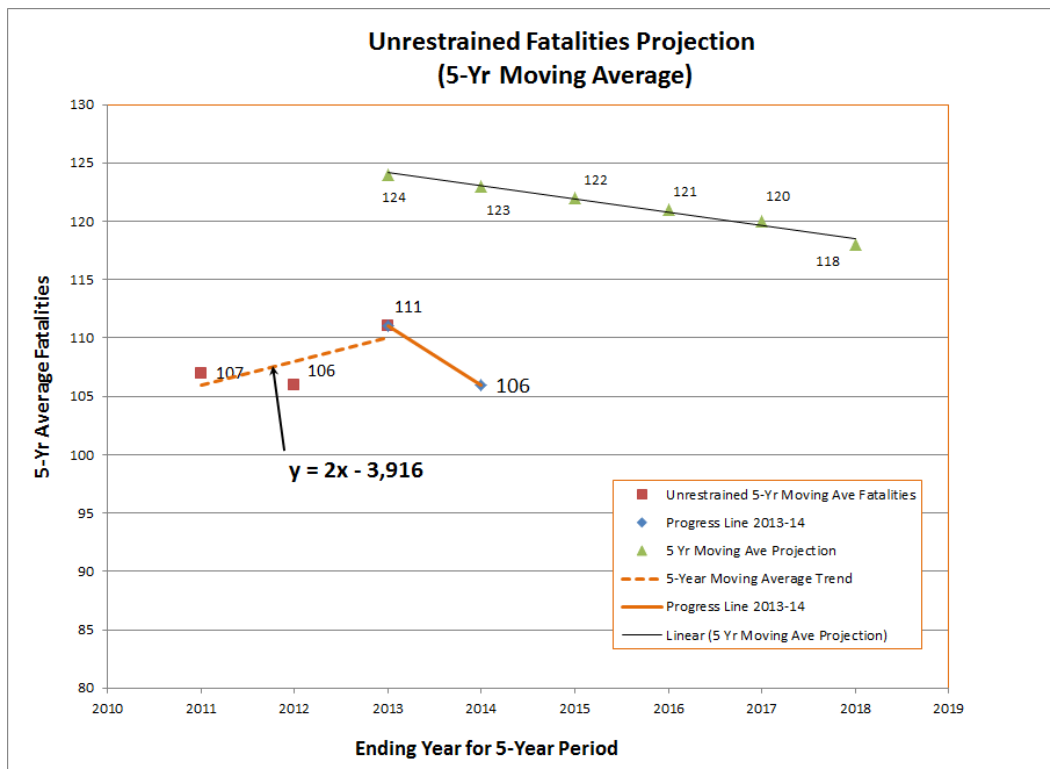


Figure 15: Unrestrained Fatalities Projection (5Yr. Moving Avg.)

Performance Goal

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

Performance Measures

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

Projects Strategies

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

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

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

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

Project Title: Occupant Restraint Coordinator

Project Number: 16-05-03

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

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

Budget: \$45,000.00

Occupant Restraint Coordinator

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

Project Title: CPST Training

Project Number: 16-05-27

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

Budget: \$53,000.00

CPST Training

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

Project Title: Occupant Protection Observational Survey

Project Number: 16-05-29

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

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

Budget: \$56,000.00

Occupant Protection Observational Survey

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

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

Project Number: 16-05-XX

Description: As part of the strategies to increase the proper use of child restraint systems, the PRTSC will fund projects to provide car seat inspections and child passenger safety education in conjunction with the Puerto Rico Fire Department and United Way of Puerto Rico through the operations of fitting stations or community outreach activities. Funding source will pay for purchase of child restraint seats, equipment rental for inspections and/or clinics, materials and maintenance for the vehicles needed to carry equipment (seats) for clinics or distribution, will be funded. This strategy is based on Countermeasures that Work 2013, Chapter 2, Seat Belt and Child Restraint Section 7.3, Page 2-35 Inspection Stations and Section 7.2 Page 2-34 Child Restraint Distribution Programs.

Budget: \$150,000.00

PR Fire Department & United Way of Puerto Rico

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

Project Title: Seat Belt Enforcement – Mobilization Overtime

Project Number: 16-05-XX

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

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

Budget: \$550,000.00

Seat Belt Enforcement – Mobilization Overtime

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

COMMUNITY PROGRAMS

Program Overview

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

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

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

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

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

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

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

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

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

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

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

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

Increase compliance of child restraint, and decrease its misuse:

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

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

- Increase public awareness towards traffic safety issues.

Promote and educate on pedestrian behaviors:

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

Promote and educate older drivers:

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

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

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

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

Among priorities identified by PRTSC are:

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

Performance Goals

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

Performance Measures

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

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

Projects Strategies

Project Title: Community Traffic Safety Programs

Project Number: 16-06-XX

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

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

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

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

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

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

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

Budget: \$703,405.00

Community Programs

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

Project Title: Traffic Safety Education Park (PESET)

Project Number: 16-06-51

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

Budget: \$305,000.00

Traffic Safety Education Park (PESET)

Project Number	Agency	Amount	Source
16-06-50	PRTSC	\$305,000.00	402PS
Total		\$305,000.00	

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

Project Number: 16-06-XX

Description: Project proposes to offer traffic crashes prevention seminars carried out by health professionals with more than twenty years of experience in trauma medicine. These seminars will be offered to young people between the ages of 15-24 years old and will include the use of an explicit, two hour long audiovisual presentation on traffic crashes and their consequences. This presentation was created by the Director of the

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

Budget: \$140,000.00

Puerto Rico Trauma Center Reduction of Crashes Education Program

Project Number	Agency	Amount	Source
16-06-XX	Puerto Rico Medical Services Administration	\$140,000.00	402PS
Total		\$140,000.00	

TRAFFIC RECORDS

Program Overview

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

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

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

Traffic Records Coordinating Committee Members:

State agencies:

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

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

Federal agencies:

- Federal Highway Administration
- Federal Motor Carrier Safety Administration

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

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

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

Strategies

- To fund activities such as contracting seven employees for traffic crashes data entry that will improve all crashes data availability from 775 days to 400 days by the end of 2015.

- To conduct an evaluation of the Police Accident Report (PPR-93) to ensure compliance with the Model Minimum Uniform Crash Criteria Guideline (MMUCC) and the inclusion of commercial motor vehicle data fields.
- To provide training for law enforcement and traffic safety agencies on complete and accurate traffic data collection and CARE database during 2016.
- To provide stakeholders (TRCC members) with direct access to traffic records data, like CARE Web and CARE Desktop Version by the end of 2016 and promote drunk drivers and repeat offenders data availability.
- To enhance the analytical capacity of the database of Analysis Accident Office to include a geo-location tool for crashes, codes of segments and allow scanning documents (PPR 93, property damages documents) by the end of FY2016.
- To improve traffic records data collection to increase MIRE fields, of 26 in 2013 to 36 in 2016.
- To promote the integration (and warehousing) of traffic records to have 20% integration between two traffic records systems by the end of 2016; DAVID+ and SIJC database.

Performance Targets/Goals

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

- To improve traffic records data collection to increase MIRE fields from the 28 fields in 2014 to 30 in 2016.

Performance Measures

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

Projects Strategies

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

Project Title: Traffic Records Coordinator

Project Number: 16-07-01

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

Budget: \$52,000.00

Traffic Records Coordinator

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

Project Title: Analysis and Compilation of Traffic Crashes 2015

Project Number: 16-07-10

Description: Funds will be provided to contract 15 employees to work in the Accident Analyses Office of the Department of Transportation to Public Works. The employees will be working in the following areas: debugging, zoning, coding, and data entry. Data entry will be performed using the current procedure and cases for year 2015 will be entered. An input case per year is estimated at 210,000 (injuries, fatalities and damage property). The data entered into the system will be delivered to Dr. Hector M. Colón, Project Manager, and Implementation of CARE Crash Data System to PR that in turn is sent to Alabama and become part of the CARE tool for analysis purposes.

Budget: \$377,840.00

Analysis and Compilation of Traffic Crashes 2015

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

Project Title: CARE System to Puerto Rico Crash Data 3

Project Number: 16-07-13

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

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

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

Budget: \$480,488.00

CARE System to Puerto Rico Crash Data 3

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

Project Title: Fatality Analysis Reporting System (FARS)

Project Number: 16-07-14

Description: Funds will be provided to cover fringe benefits for the FARS Analyst. These funds will be used especially to cover salary, social security, retirement, workers compensation, and health insurance, funds by law. FARS Program provides all data on fatal motor vehicle traffic crashes that are gathered from the State’s own source documents and are coded on standard FARS forms. In addition, statistical reports have been performed from this data to be used by other agencies. The FARS Proposal received a funding reduction, which will be needed to cover the rest of expenses. The data entered into the system will be delivered to the Project Manager, and

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

Budget: \$9,030.00

Fatality Analysis Reporting System (FARS)

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

Project Title: Accident Reporting and Points Management Architecture

Project Number: 16-07-15

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

Budget: \$1,722,772.00

Accident Reporting and Points Management Arquitecture

Project Number	Agency	Amount	Source
16-07-15	DTOP	\$1,722,772.00	405c
Total		\$1,722,772.00	

NON-OCCUPANT PROTECTION PROGRAM

Program Overview – Pedestrians

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

Pedestrian Fatalities & Injury Crashes



Figure 16: Pedestrian Fatalities Years 2011-2013



Figure 17: Pedestrian Injury Crashes Years 2011-2013

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

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

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

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

Cyclists Fatalities & Injury Crashes

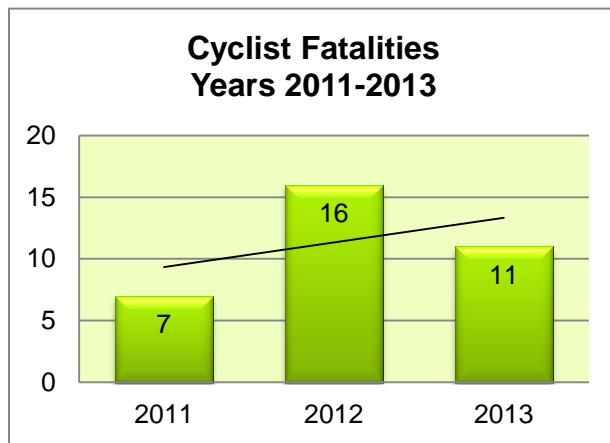


Figure 18: Cyclist Fatalities Years 2011-2013

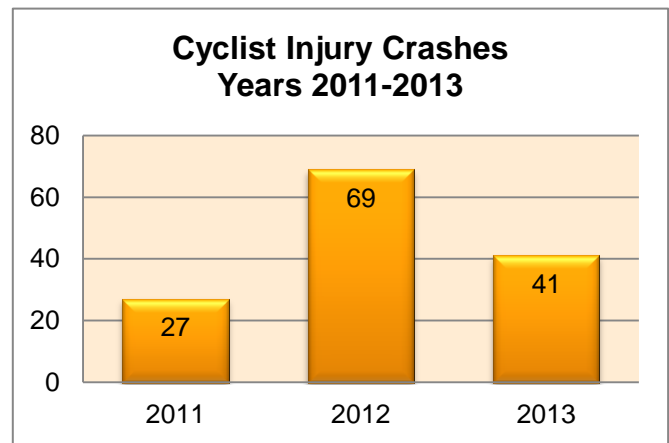


Figure 19: Cyclist Injury Crashes Years 2011-2013

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

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

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

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

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

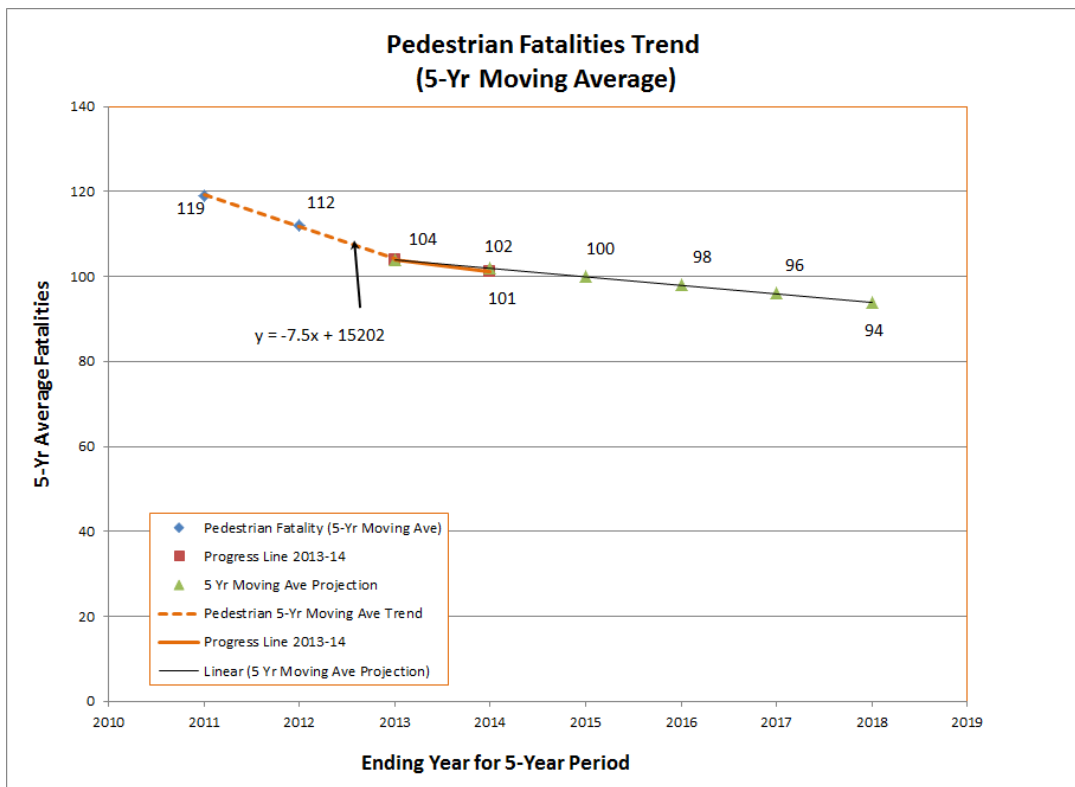


Figure 20: Pedestrian Fatalities Trend (5Yr. Moving Ave.)

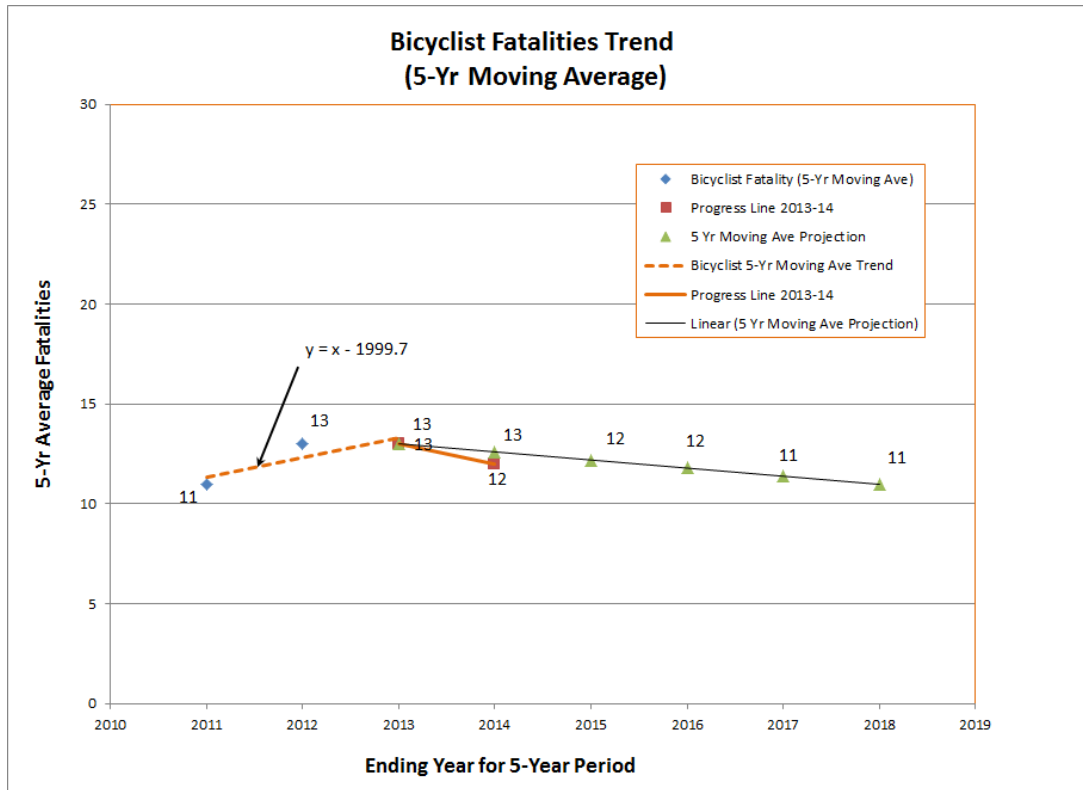


Figure 21: Bicyclist Fatalities Trend (5Yr. Moving Ave.)

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

Among priorities identified by PRTSC are:

- Increase awareness and understanding of safety issues related to Vulnerable Road Users.
- Encourage the implementation of the statewide pedestrian safety public education “Peatón Responsable” campaign.

- Encourage the implementation of the statewide cyclists safety public education “En 3 pies cabe mucha vida” campaign.
- Increase compliance with traffic laws and regulations related to pedestrians and cyclists safety through the Law 22, Vehicle and Traffic Law of Puerto Rico, Section 9-Duties of pedestrians and drivers to them and Section 11-Cyclist Bill of Rights and Duties of Driver.
- Increase the awareness of driver and pedestrian traffic safety through specially tailored safe behavior programs.
- Participate in, coordinate, and support planning, creation and implementation of the Puerto Rico Strategic Traffic Safety Plan including cyclists and pedestrians safety actions.

Performance goals

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

Performance Measures

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

Projects Strategies

Project Title: Non-Occupant Coordinator

Project Number: 16-08-01

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

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

Budget: \$45,000.00

Non-Occupant Coordinator

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

Project Title: Caguas - Traffic Safety Education Park

Project Number: 16-08-11

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

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

Budget: \$305,000.00

Traffic Safety Education Park (PESET)

Project Number	Agency	Amount	Source
16-08-16	Municipality of Caguas	\$58,415.00	402PS
Total		\$58,415.00	

TRAFFIC ENGINEERING

Program Overview

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

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

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

Total projected available funds will be assigned to several projects during this year.

Projected Hazard Elimination Funds For FY 2016

Fund	FY. 2015	Obligated Funds FY. 2015	Source
154 HE	\$4,947,155.86	\$ 0	154 HE
164 HE	\$1,807,959.87	\$277,508.62	164 HE
Total	\$6,755,115.73	\$277,508.62	
Projected Funds for FY. 2016		\$	6,477,607.11

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

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

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

Performance Targets/Goals

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

Performance Measures

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

- Number of Construction Site Inspection and Meetings

Projects Strategies

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

List of Project to be Subvention:

Project Title: Traffic Engineering Program Manager &Traffic Safety Inspector

Project Number: 16-11-02

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

Budget: \$76,577.00

Traffic Engineering Program Manager/Traffic Safety Inspector

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

Project Title: Special Projects / Hazard Elimination

Project Number: 16-11-13

Description: Projects listed in table below were identified and justified through crash data analysis by the PRHTA and PRTSC Traffic Engineering Program Manager. To ensure safer roads, construction development for these projects will be held by the

PRHTA during FY 2015 & 2016. Purpose for these projects is to improve safety measure for road users on identified segments. Proposal Projects include but are not limited to: improvement of traffic light systems, geometrical improvements, pedestrian bridge design / construction, and improvement in stretches of road, among others.

Budget: \$6, 247,155.86

Title: Special Projects / Hazard Elimination

Project Number	Agency	Amount	Source
16-11-13 A	PRHTA	\$1,300,000.00	154 HE
16-11-13 B	PRHTA	\$1,500,000.00	154 HE
16-11-13 C	PRHTA	\$1,500,000.00	154 HE
16-11-13 D	PRHTA	\$350,000.00	164 HE
16-11-13 E	PRHTA	\$350,000.00	164 HE
16-11-13 F	PRHTA	\$300,000.00	164 HE
16-11-13 G	PRHTA	\$300,000.00	164 HE
16-11-13 H	PRHTA	\$250,000.00	154 HE
16-11-13 I	PRHTA	\$397,155.86	154 HE
Total		\$6,247,155.86	

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

Project Number: 16-11-16

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

Budget: \$153,874.25

Island Wide Road Safety Up-Grade -PRDTPW

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

MEDIA CAMPAIGN

Program Overview

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

Focus

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

Strategies

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

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

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

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

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

Performance Goals

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

Performance Measures

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

Projects Strategies

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

Project Title: Impaired Driving Media Campaign

Project Number: 16-12-01

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

Budget: \$1,010,000.00

Impaired Driving Media Campaign

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

Project Title: Youth Impaired Driving Media Campaign

Project Number: 16-12-02

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

Budget: \$42,000.00

Youth Impaired Driving Media Campaign

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

Project Title: Speed, Aggressive and Distracted Driving Media Campaign

Project Number: 16-12-03

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

Budget: \$400,000.00

Speed, Aggressive and Distracted Driving Media Campaign

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

Project Title: Occupant Protection Media Campaign

Project Number: 16-12-07

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

Budget: \$209,000.00

Occupant Protection Media Campaign

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

Project Title: Non-occupant Protection Media Campaign

Project Number: 16-12-10

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

Budget: \$79,000.00

Non-occupant Protection Media Campaign

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

Project Title: Motorcycle Safety Media Campaign

Project Number: 16-12-12

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

Budget: \$90,000.00

Motorcycle Safety Media Campaign

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

MOTORCYCLE SAFETY

Program Overview

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

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

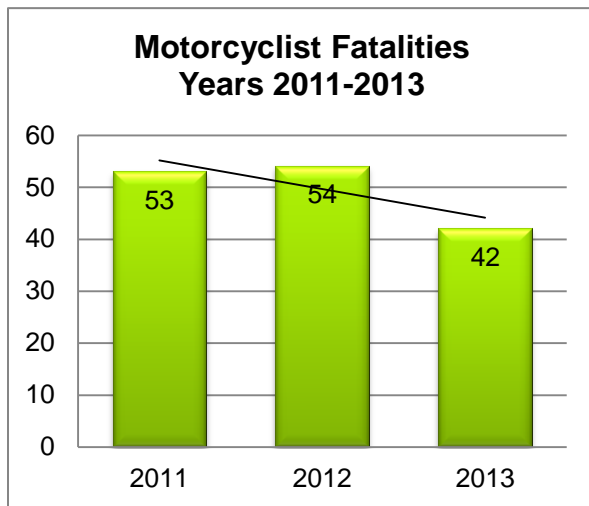


Figure 23: Motorcyclist Fatalities Years 2011-2013

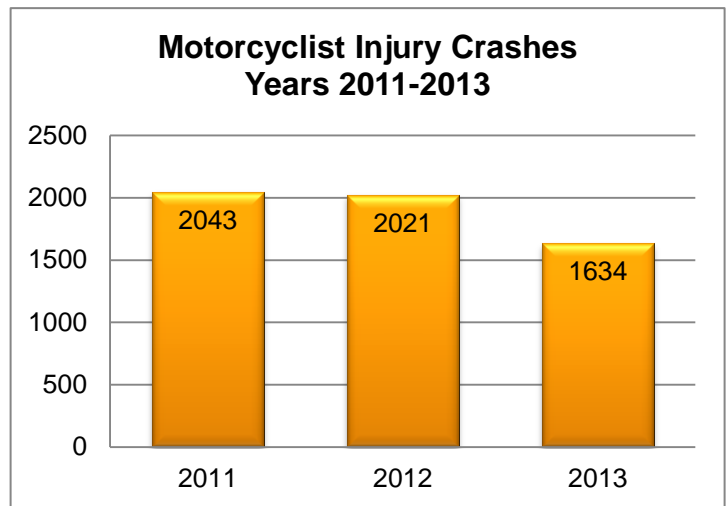


Figure 22: Motorcyclist Injury Crashes Years 2011-2013

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

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

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

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

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

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

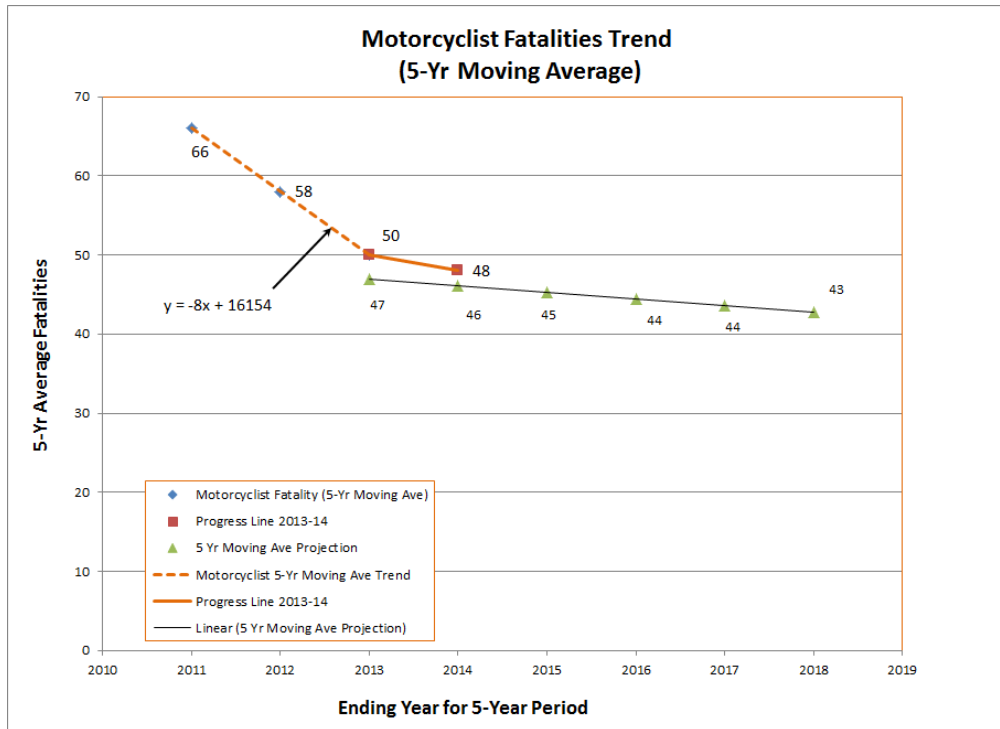


Figure 24: Motorcyclist Fatalities Trend (5Yr. Moving Ave.)

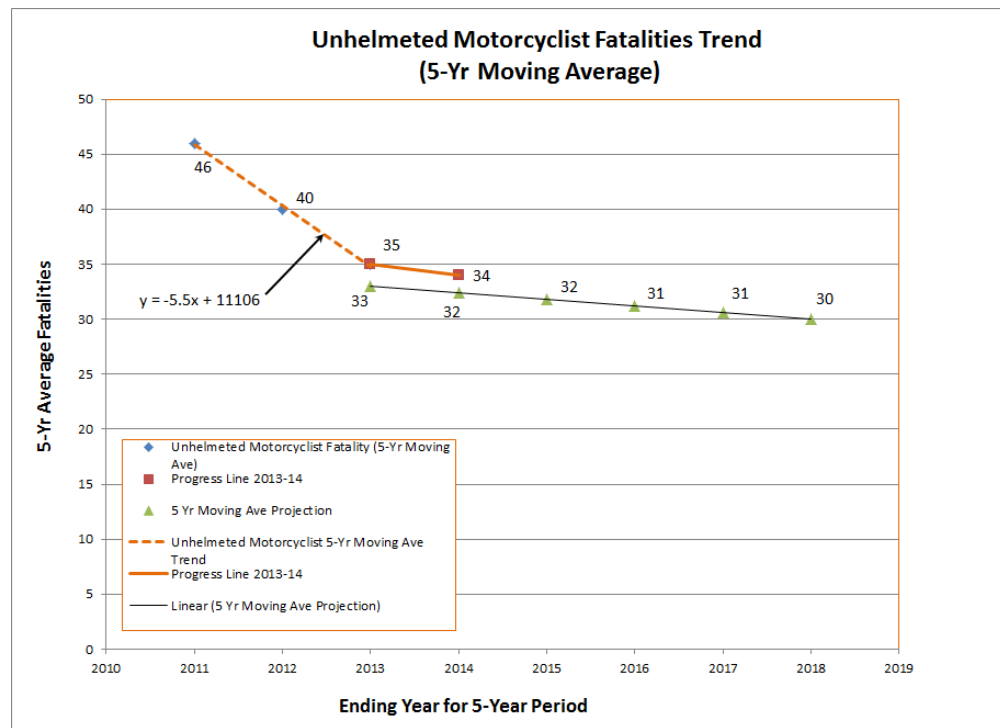


Figure 25: Unhelmet Motorcyclist Fatalities Trend (5Yr. Moving Avg.)

Performance Targets/Goals

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

Performance Measures

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

Projects Strategies

Project Title: Motorcycle Safety Coordinator

Project Number: 16-13-06

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

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

Budget \$90,000.00

Motorcycle Safety Coordinator

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

DISTRACTED DRIVING

Program Overview

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

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

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

“or “almost always”). In Puerto Rico texting while driving also has proven to be a practice that is increasing.

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

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

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

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

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

Performance Goals

- To decrease the percentage of people that reported making cell phone calls while

driving from 85% on 2014 to 80% in 2016.

- To educate the public through mass media efforts containing information about the dangers of texting or using a cell phone while driving
- To coordinate two national law enforcement mobilization targeting distracted drivers

Performance Measures

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

Projects Strategies

Project Title: Distracted Driving Coordinator

Project Number: 16-14-03

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

Budget: \$8,000.00

Distracted Driving Coordinator

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

Project Title: Distracted Driving Media Survey

Project Number: 16-14-02

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

Budget: \$8,000.00

Distracted Driving Media Survey

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

Project Title: Distracted Driving Mobilization

Project Number: 16-14-XX

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

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

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

Budget: \$305,000.00

Distracted Driving Mobilization

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

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

Project Number: 16-14-XX

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

Budget: \$127,000.00

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

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

STATE CERTIFICATION AND ASSURANCES

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

State: **PUERTO RICO**

Fiscal Year: **2016**

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

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

GENERAL REQUIREMENTS

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

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

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

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

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

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

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

NONDISCRIMINATION
(applies to subrecipients as well as States)

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

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

The State will provide a drug-free workplace by:

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

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

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

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

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

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

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

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

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

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

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

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

Instructions for Primary Certification

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

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;⁷

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

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

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

Instructions for Lower Tier Certification

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

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

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

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

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

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

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered 8

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

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

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

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

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

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

POLICY ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

ENVIRONMENTAL IMPACT

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

SECTION 402 REQUIREMENTS

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

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

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

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

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

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

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

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

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

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

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

Signature Governor's Representative for Highway Safety

June 30, 2015

Date

Miguel A. Torres Díaz

Printed name of Governor's Representative for Highway Safety

COST SUMMARY

HIGHWAY SAFETY COST SUMMARY 2016

U. S. Department of Transportation National Highway Traffic Safety Administration Federal Highway Administration

State: Commonwealth of Puerto Rico Date: July 1st, 2015

Table with columns: Program Area Previous Balance, Approved Program Costs Increase/(Decrease), State/Local Funds Current Balance, Federally Funded Programs, and Federal Share to Local. Rows include various program codes like 154-AL, 154-HE, 402-PT, etc., and a total summary row.

State/Local funds included for Program Area 402-PT, 402-PA, 410 and MAP-21405b OP are based on the 2014, since 2013 Commonwealth of Puerto Rico, budget has yet to be approved. In as much it is expected to be approved by 6-30-15 we estimated it will take one month to be distributed by Agency Division Areas.

State Official/Authorized Signature:

NAME: MIGUEL A. TORRES DIAZ TITLE: GOVERNOR'S REPRESENTATIVE FOR HIGHWAY SAFETY

DATE: June 30th, 2015

Federal Official Authorized Signature:

NHTSA - NAME: TITLE:

DATE:

Effective Date:

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PUERTO RICO

HSP - PROBLEM ID

FY 2016



Hon. Alejandro Garcia Padilla
Governor of Puerto Rico



PUERTO RICO
TRAFFIC SAFETY COMMISSION
COMMONWEALTH OF PUERTO RICO

Eng. Miguel A. Torres Diaz
Chairman of the Board

Mr. Jose A. Delgado Ortiz
Executive Director

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INTRODUCTION

Puerto Rico is the smallest and the easternmost island of the Greater Antilles in the Caribbean, consisting of the main island of Puerto Rico and several smaller islands including Vieques and Culebra. The mainland measures 100 miles long and 35 miles wide (170km by 60km).

There are about 3.7 million citizens distributed over 78 municipalities, this is 1,000 people per square mile, a ratio higher than within any of the 50 states in the United States; it also ranks among the world's highest. The great majority of the population lives in the metropolitan area of San Juan, Caguas, Ponce and Mayagüez and are also highly populated municipalities. In addition, of the total population, approximately 85% are 64 years old and younger showing that Puerto Rico's population is relatively young with tendencies to live an active social life.

Puerto Rico's climate is tropical with an average year round temperature of 82°F. Average annual precipitation is 70 inches with less than 40 inches on the southern coastal plain to greater than 130 inches in the mountains and the north east coast. This precipitation has proven to be a problem to the driving public since roads get flooded very easily. Hurricane season runs from June to November and also has contributed to serious damages in state and municipal roads.

There are 16,694 roadway miles in Puerto Rico and in 2011 there were 3,619,499 licensed drivers and 3,084,543 registered vehicles.

ALCOHOL

Impaired Driving - Fatalities

According to the NHTSA Fatality Analysis Reporting System, FARS, in 2013, 127 alcohol impaired driving fatalities occurred. This indicates a 24% increase from 2011 to 2013. Impaired driving fatalities represent 37% of total traffic fatalities for 2013.

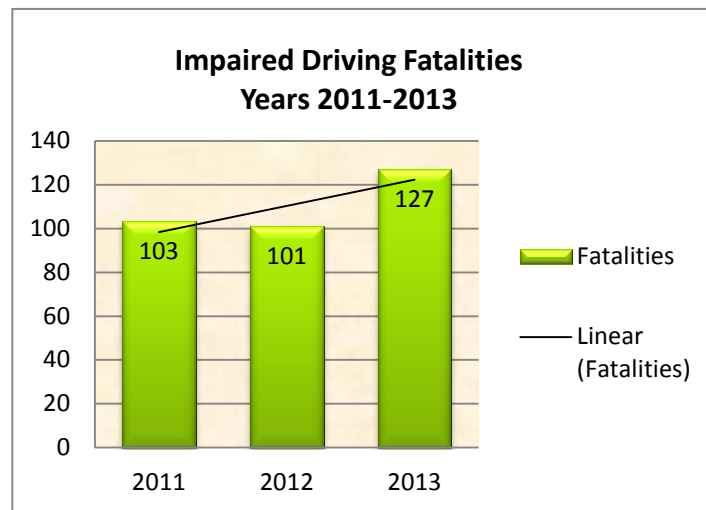


Figure 1: Impaired Driving Fatalities Year 2011-2013

Gender data analysis for impaired driving fatalities for this three-year period reflects an average of 93% of male fatalities and 7% female fatalities.

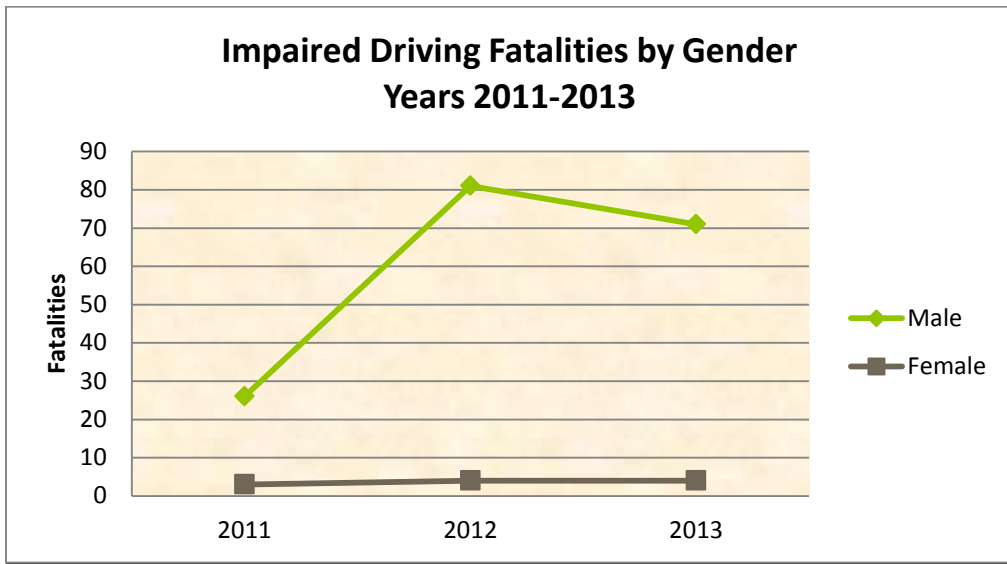


Figure 2: Impaired Driving Fatalities By Gender Years 2011-2013

Analysis by age group shows that 51% of impaired driving fatalities were in the 25-49 years age group followed by 15-24 age group with 21%.

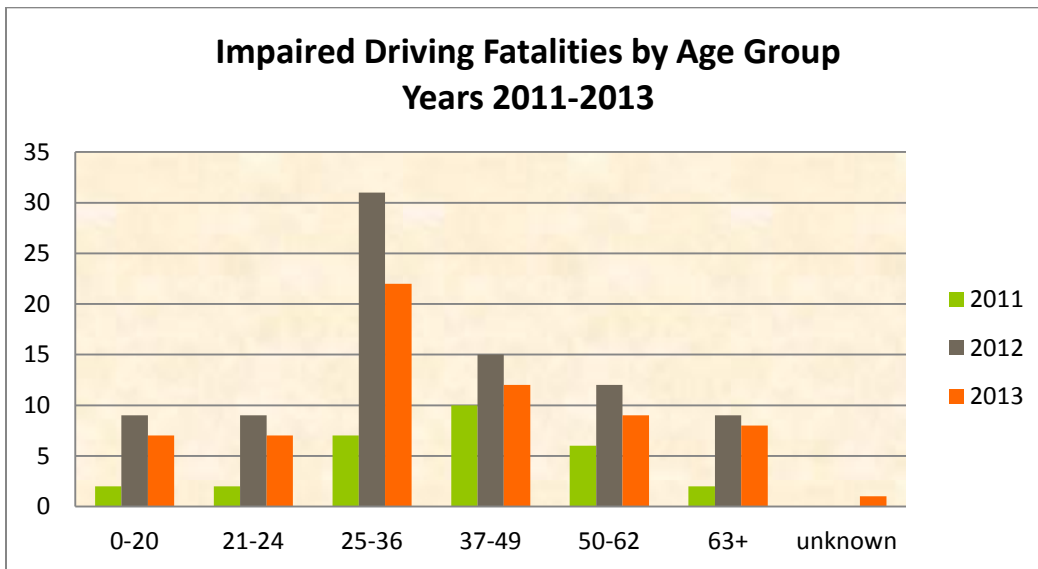


Figure 3: Impaired Driving Fatalities by Age Group Years 2011-2013

The following graph shows that 34% of alcohol impaired driving fatalities occurred during 6:00pm- 11:59pm followed by 12:00mn- 5:59am with 32%. Nighttime is still the riskiest period for drunk drivers and their possible victims.

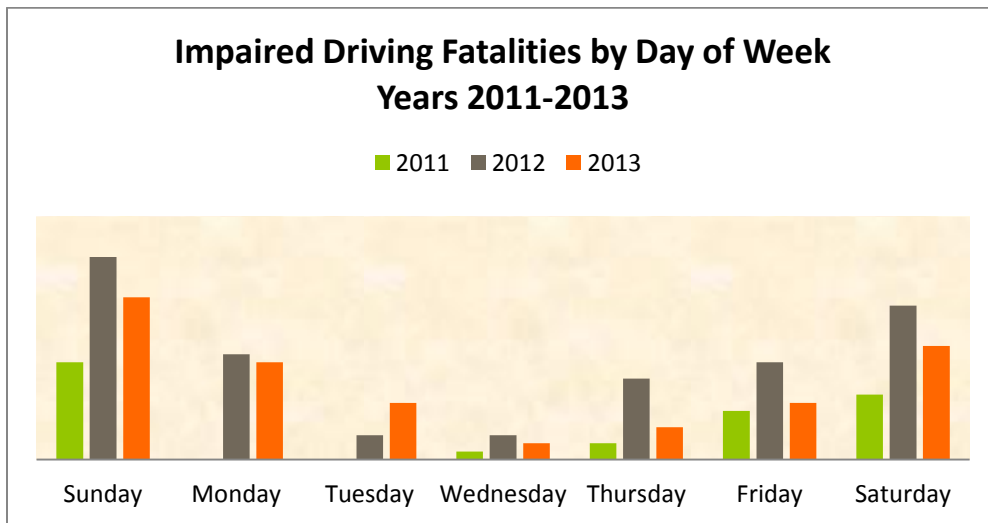
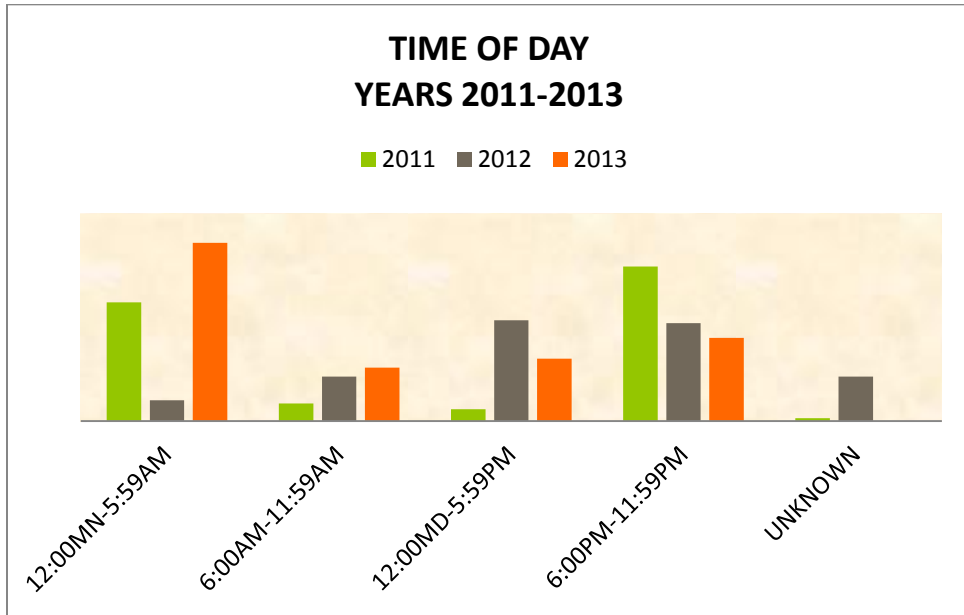


Figure 4: Impaired Driving fatalities By Day of Week Years 2011-2013

When analyzing data of impaired driving fatalities by day of the week, it shows that Sunday reported the highest average of fatalities for the 3-year period with 30%, followed by Saturday 23% and Monday 15% this demonstrates that alcohol and weekends are a lethal combination.

RANKING	MUNICIPALITY
1	San Juan
2	Río Grande
3	Caguas
4	Aguadilla
5	Juana Díaz
6	Cayey

Figure 5: Top Six Impaired Driving Fatalities by Municipality Years 2011-2013

Data shows that almost all municipalities have dealt with fatalities related to alcohol impaired driving. However, when analyzing alcohol impaired driving fatalities by municipality during the three-year period of 2011-2013, San Juan and Caguas in the metropolitan area, Río Grande in the northeast, Cayey in the center, Juana Díaz in the south, and Aguadilla in the northwest of the island, are among the top six. Most impaired driving fatalities have occurred on primary roads.

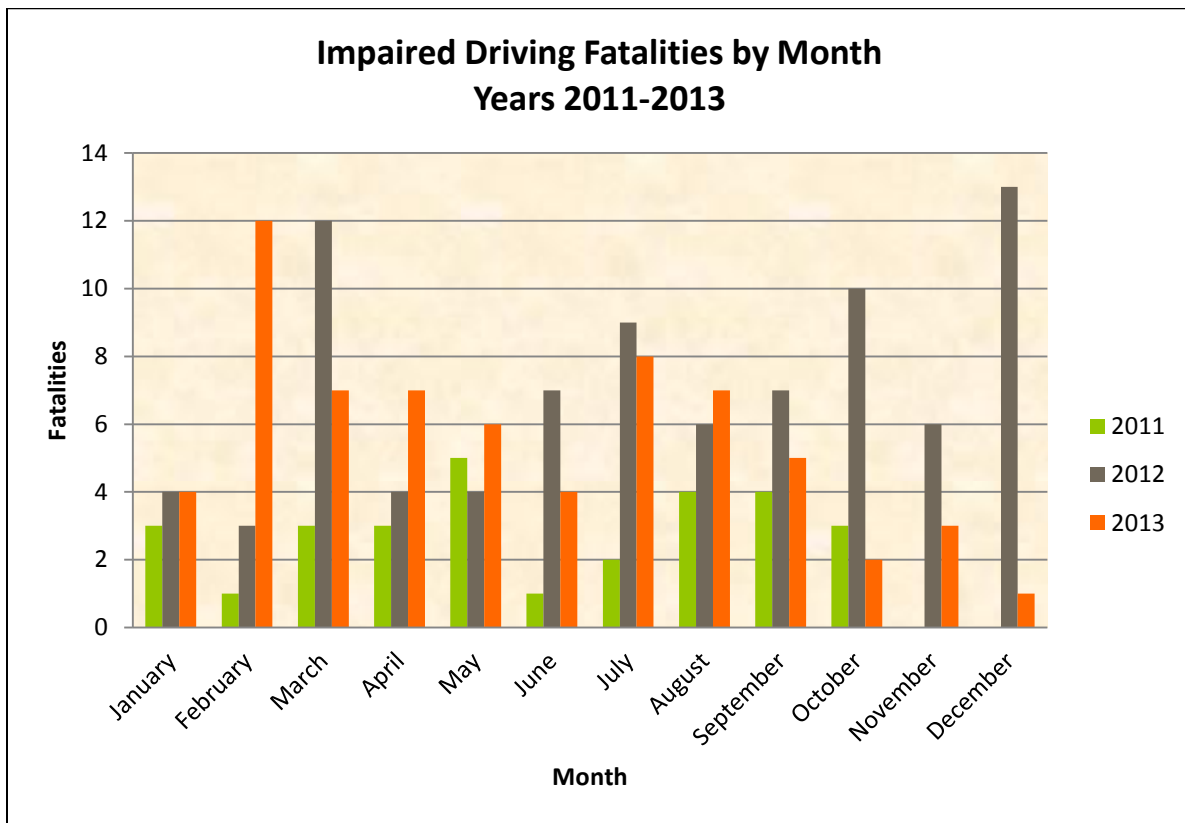


Figure 6: Impaired Driving Fatalities by Month Years 2011-2013

When analyzing alcohol impaired driving fatalities by month for this three-year period, similar numbers are observed for every month. However, March, July and September. Summer months accounted for 29% of total impaired driving fatalities.

Other important information regarding alcohol impaired driving:

- Most impaired driving fatalities have occurred on primary roads.
- 72% of all alcohol impaired drivers killed were unrestrained.
- 62% of alcohol impaired motorcycle riders killed were un-helmeted.
- 66% alcohol impaired driving fatalities also presented a speeding factor.

Youth Alcohol

Youth Impaired Driving - Fatalities

Youth alcohol-impaired driving continues to be a serious matter. Although the 15-24 years age group isn't the highest in fatalities, young age, risky behaviors, and peer pressure place this age group in a hazardous position.

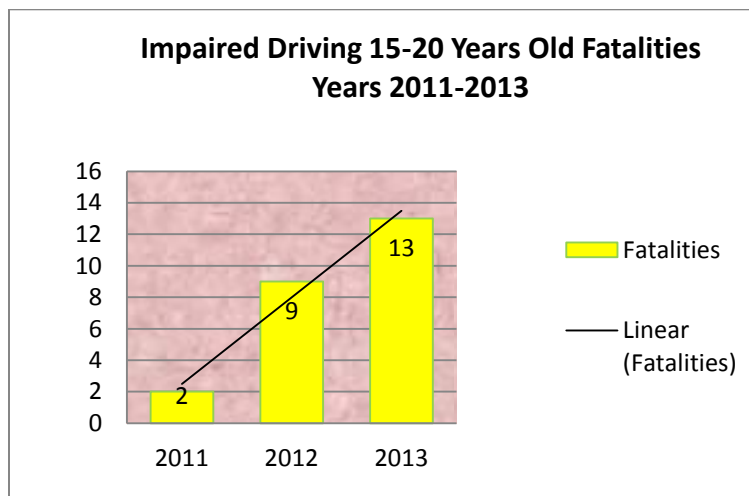


Figure 7: Impaired driving 15-20 Years Old Fatalities Years 2011-2013

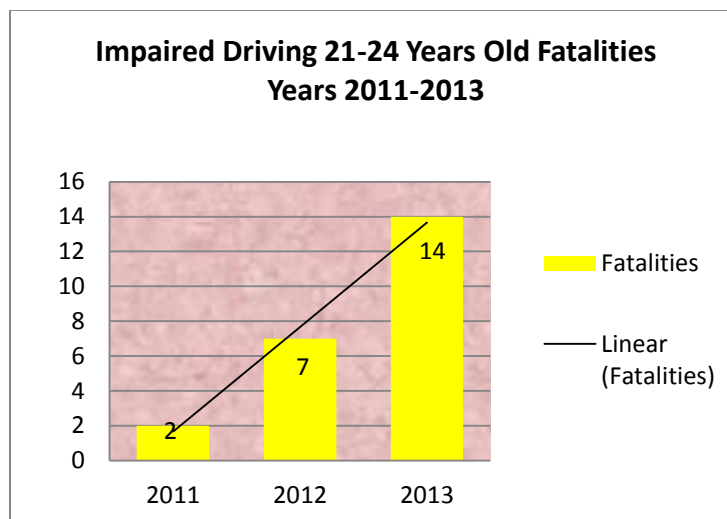


Figure 8: Impaired Driving 21-24 Years Old Fatalities Years 2011-2013

Analysis regarding alcohol impaired driving by age group shows that, for the three-year period 2011-2013, 51% of youth impaired driving are in the age group 15-20 and 49% in age group 21- 24. Together, both groups (15-24 years old) rank third, accounting for 21% of total impaired driving fatalities for 2013.

Gender data analysis for youth impaired driving fatalities for the 2011-2013 period, reflects that 91% are male fatalities and 9% female fatalities.

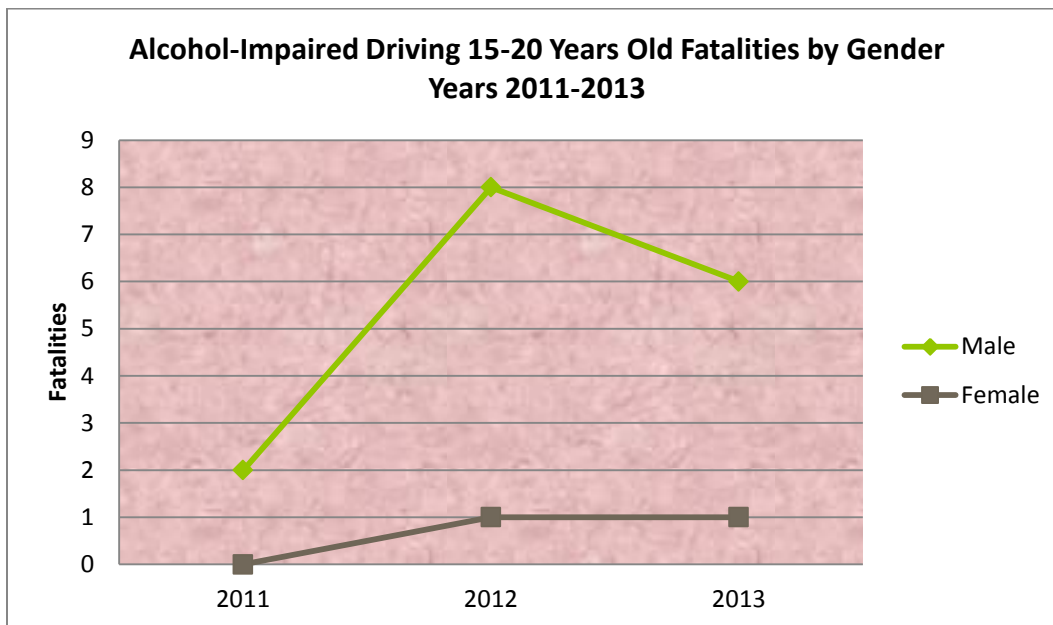


Figure 9: Impaired Driving 15-20 Years Old Fatalities by Gender Years 2011-2013

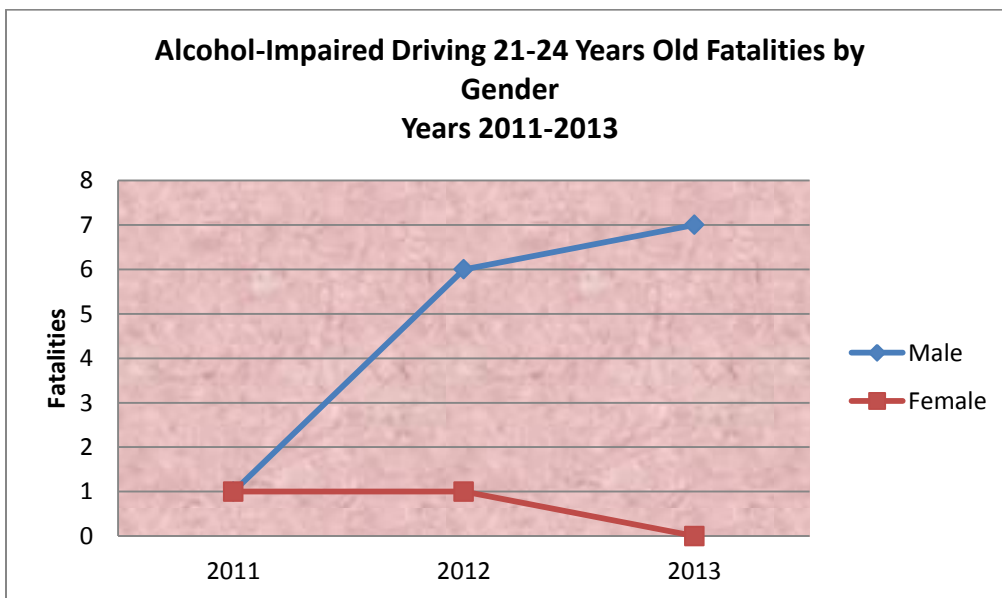


Figure 10: Impaired Driving 21-24 Years Old Fatalities by Gender Years 2011-2013

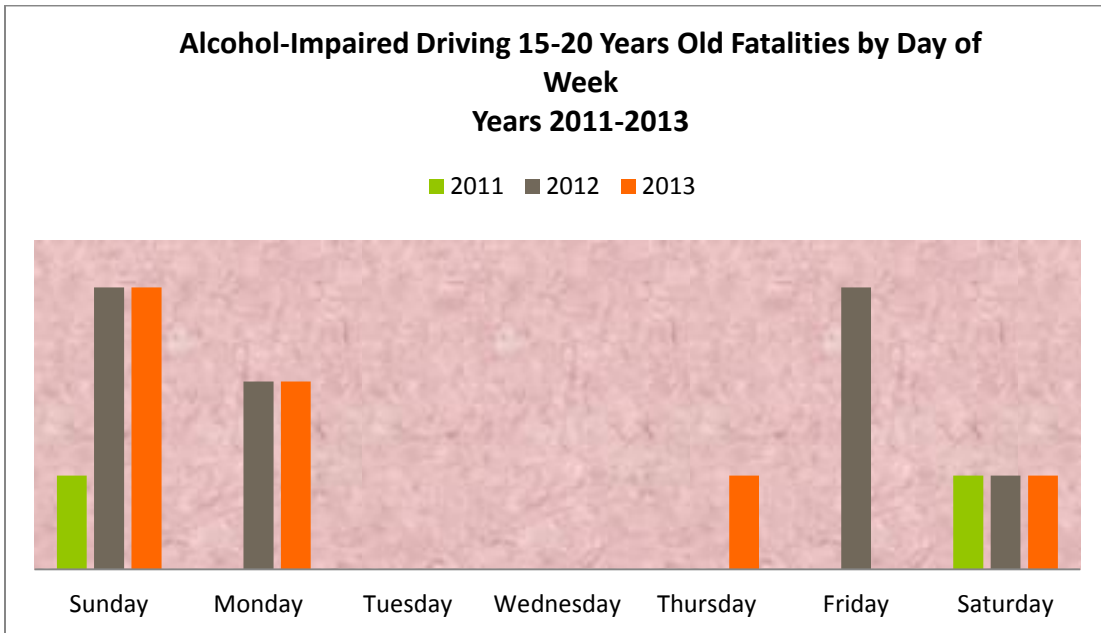


Figure 11: Impaired driving 15-20 Years Old fatalities by day of Week Years 2011-2013

Impaired driving fatalities data by day of week for the 2011-2013 period shows that most of these fatalities occurred on Sundays with 32%, Saturdays accounted for 28% of total impaired driving fatalities and Mondays accounted for 13% each.



Figure 12: Impaired Driving 21-24 Years Old fatalities by Day of week Years 2011-2013

In addition, the chart below shows that during this three-year period, 79% youth impaired driving fatalities occurred between 6:00PM-6:00AM. Nighttime shows to be a predominant factor in these fatalities as well as in impaired driving fatalities in general.

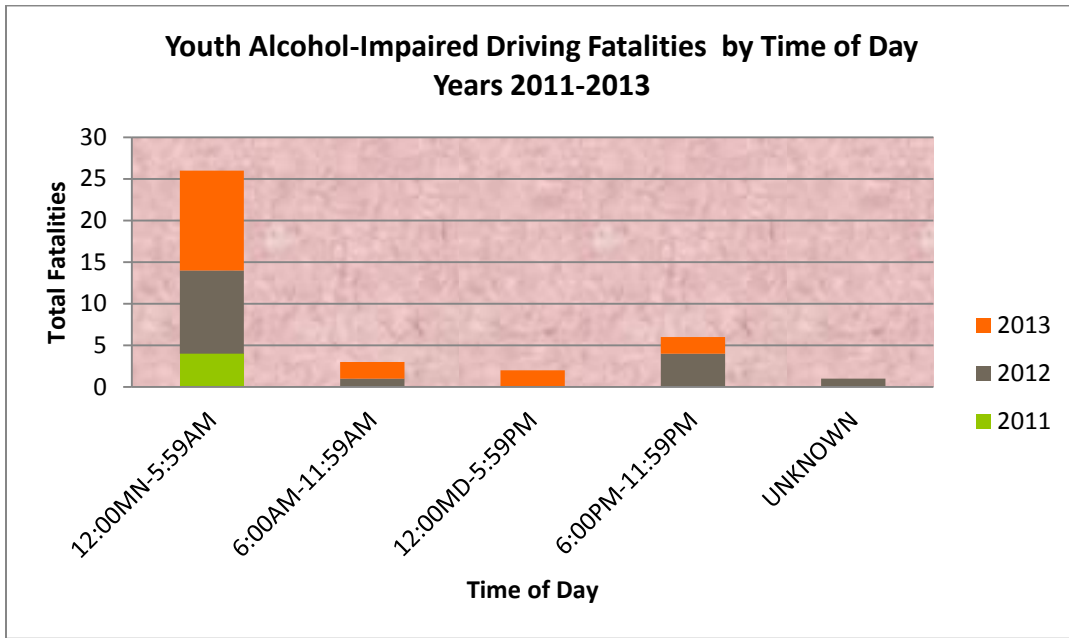


Figure 13: Youth Impaired Driving by Time of Day Years 2011-2013

Data of youth alcohol-impaired driving fatalities by month shows a regular pattern throughout the year. However, when averaging the totals for each month during the three-year period, May accounted for the highest amount of fatalities with 17%, followed by February which accounted for 13% and March for 13%. Summer months of July, August, and September add up to 32% of total alcohol impaired fatalities for this period.

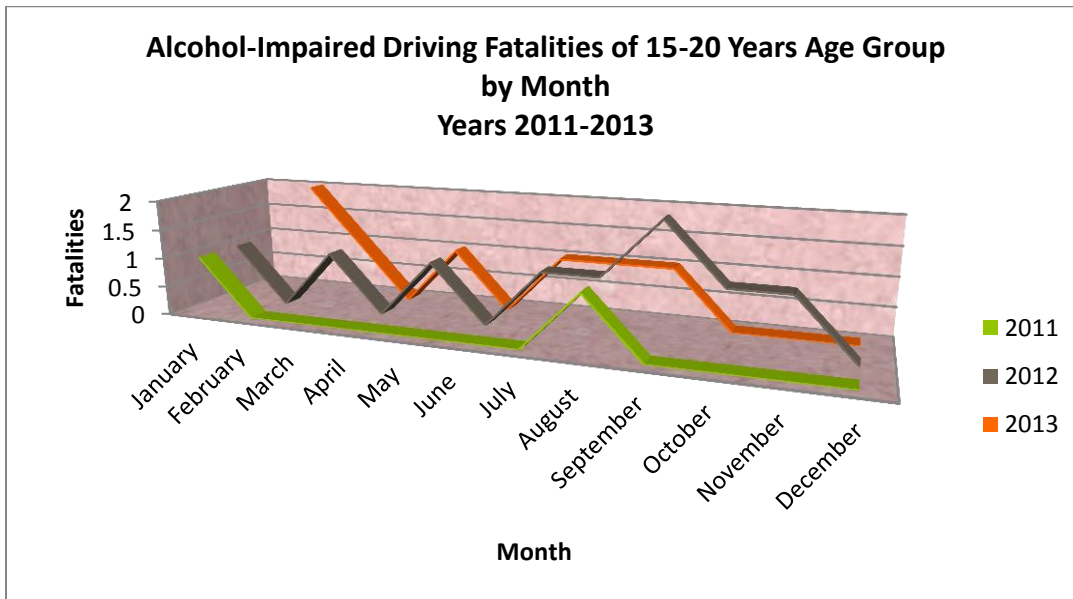


Figure 14: Impaired Driving 15-20 Years Old Fatalities by Month Years 2011-2013

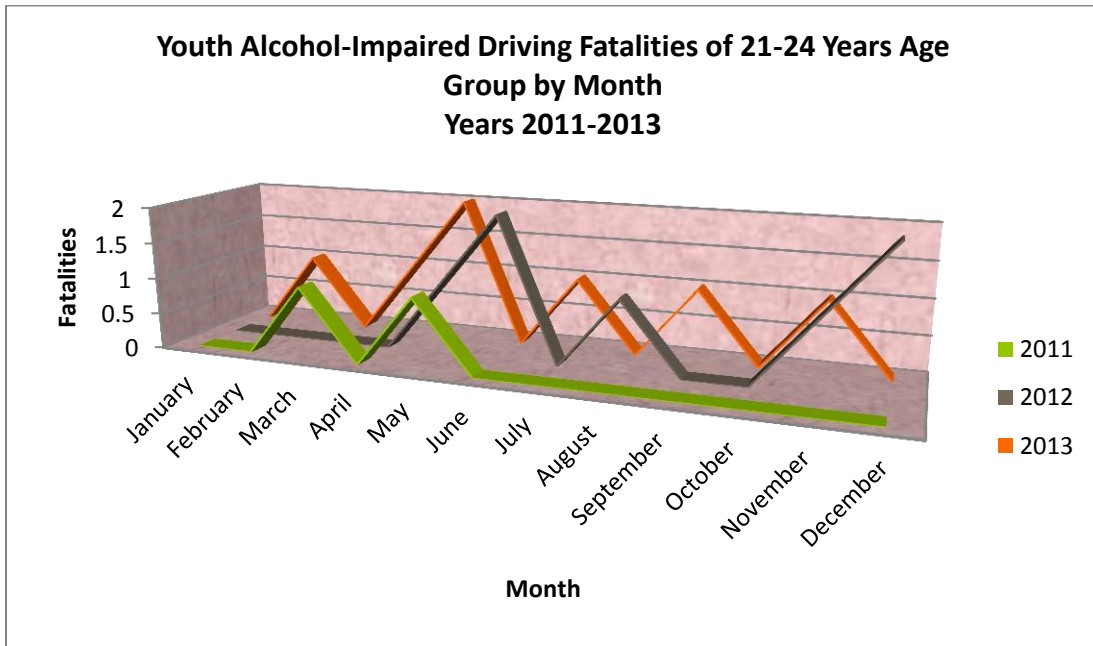


Figure 15: Youth Impaired Driving 21-24 Years Old Fatalities by Month Years 2011-2013

YOUTH IMPAIRED DRIVING FATALITIES YEARS 2011-2013	
RANKING	MUNICIPALITY
1	SAN JUAN
2	CAGUAS
3	BAYAMON
4	CAYEY
5	LOIZA
6	JUANA DIAZ

Figure 16: Youth Impaired Driving fatalities by Municipalities Years 2011-2013

Data for youth alcohol-impaired driving fatalities by municipality shows that those located in the metropolitan area, such as San Juan, Caguas and Bayamón, have the highest amount of impaired driving fatalities for this three-year period.

Other important information regarding youth alcohol-impaired driving:

- Metropolitan areas and primary roads showed the most youth impaired driving fatalities.
- 60% of young impaired drivers killed were unrestrained.
- 100% of young alcohol impaired motorcycle riders killed was un-helmeted.
- 84% alcohol impaired driving fatalities also presented a speeding factor.

Alcohol-Impaired Driving – Injury crashes

Data extracted from CARE system was reviewed and analyzed to identify crashes involving impaired drivers. This system lists the following as descriptions of driver's condition:

- Drunk
- Fatigued
- Inebriated
- Driving under the influence of drugs
- Learner driver
- Other
- Normal
- Unknown

Note that these descriptions are not equivalent to the BAC levels that correspond to impaired driving. Moreover, the variable *“Driving Under the Influence of Drugs”* does not identify the type of drug(s) consumed.

Following table contains the summarized statistics of crashes involving impaired drivers for all years on which data is available. Overall, approximately 3-3.5% of all crashes were considered to have been DUI related. These statistics are considered to be underrepresented as other studies have identified impaired driving to be more predominant.

Table 1: Crash Statistics by Driver Condition Using CARE Data

Year	DUI ^b	Fatigue	Other	Normal	Unknown	Total	% of DUI
2002	827	52	91	23,922	2,238	27,130	3.0%
2003	1,032	68	188	26,718	2,305	30,311	3.4%
2004	950	37	87	29,298	2,499	32,871	2.9%
2005	1,162	46	132	31,731	2,726	35,797	3.2%
2006	1,067	30	132	30,434	2,591	34,254	3.1%
2007	1,124	133	386	27,656	2,179	31,478	3.6%
2008	964	203	661	25,118	2,022	28,968	3.3%
2009	971	204	707	25,130	1,917	28,929	3.4%
2010 ^a	--	--	--	--	--	--	--
2011 ^a	--	--	--	--	--	--	--
2012	878	176	718	21,658	1,671	25,101	3.5%

^a Crash data is not available for years 2010 and 2011.

^b Crashes involving drunk, inebriated, and under the influence of drugs were identified as DUI crashes.

SPEEDING & AGGRESSIVE DRIVING

Speeding – Fatalities

Speeding and aggressive driving are two major contributors in fatal crashes. According to FARS, in 2013 there were 149 speed related fatalities, accounting for 43% of all traffic fatalities, an 8% increase compared with 2011.

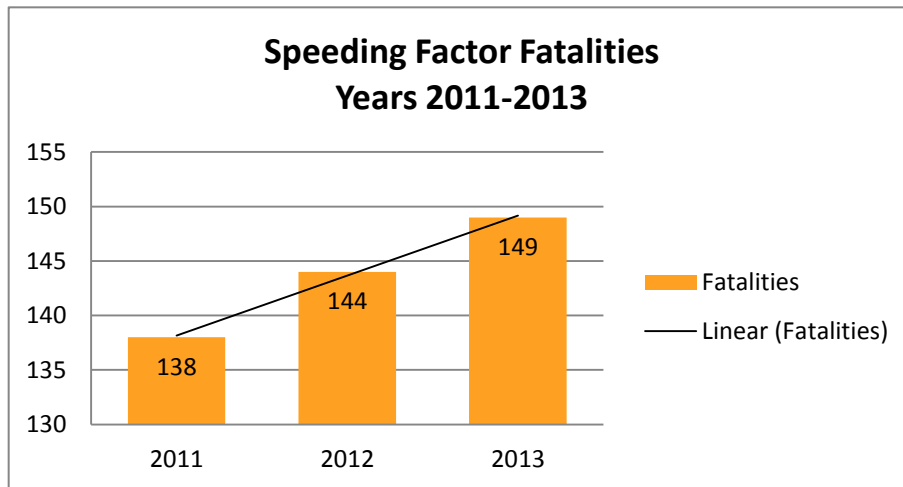


Figure 17: Speeding Factor Fatalities Years 2011-2013

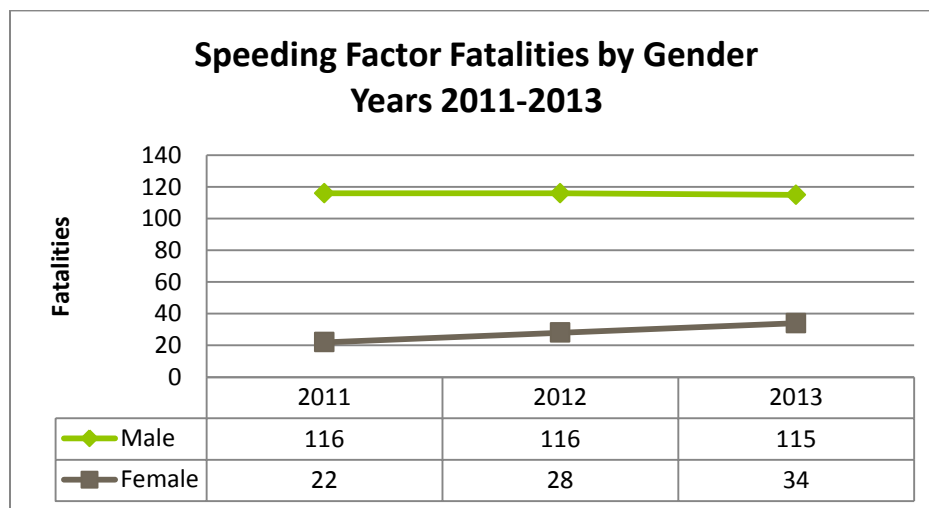


Figure 18: Speeding Factor Fatalities by Gender Years 2011-2013

Speeding factor fatalities by gender data established that 77% of total speeding fatalities were male. However, an increase of 54% is seen in the female category, from 22 in 2011 to 34 in 2013.

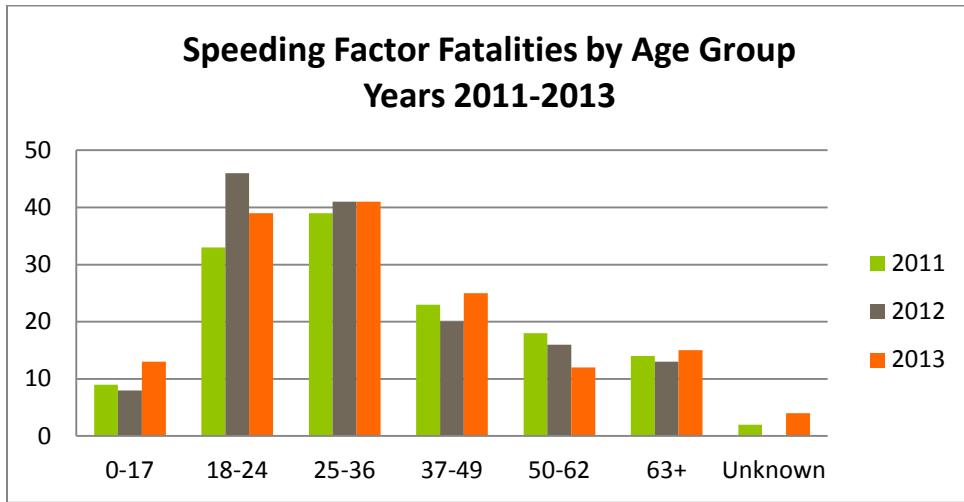


Figure 19: Speeding Factor Fatalities by Age Group Year 2011-2013

Speeding factor fatalities by age group data of for the 2011-2013 period, illustrates how the 18-36 age group is in highest risk, accounting for 55% of total speeding factor fatalities.

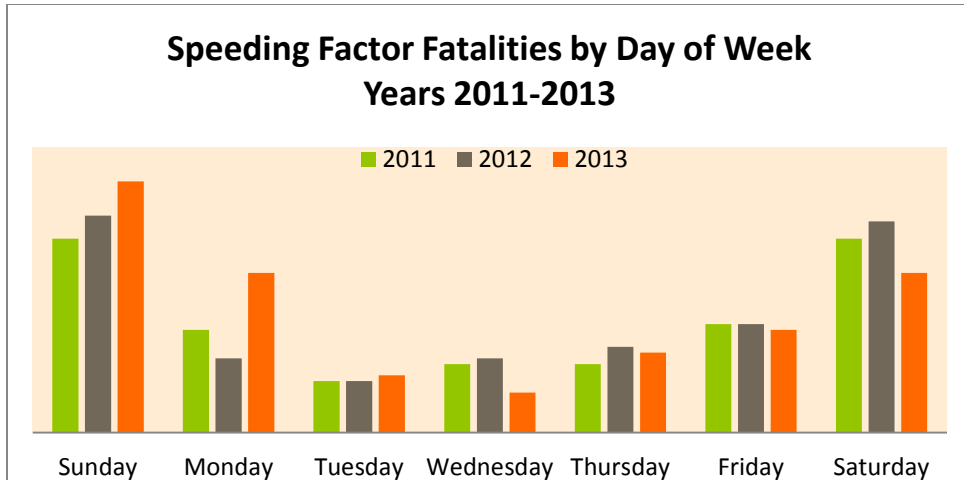


Figure 20: speeding Factor Fatalities by Day of Week Years 2011-2013

Speeding factor fatalities by day of week for this three-year period illustrates Sunday accounting for most fatalities with 23%. It is followed by Saturday accounting for 23% and Monday for 14%. This same pattern can be seen in impaired driving fatalities, concluding that weekends represent the highest risks for fatal crashes to occur.

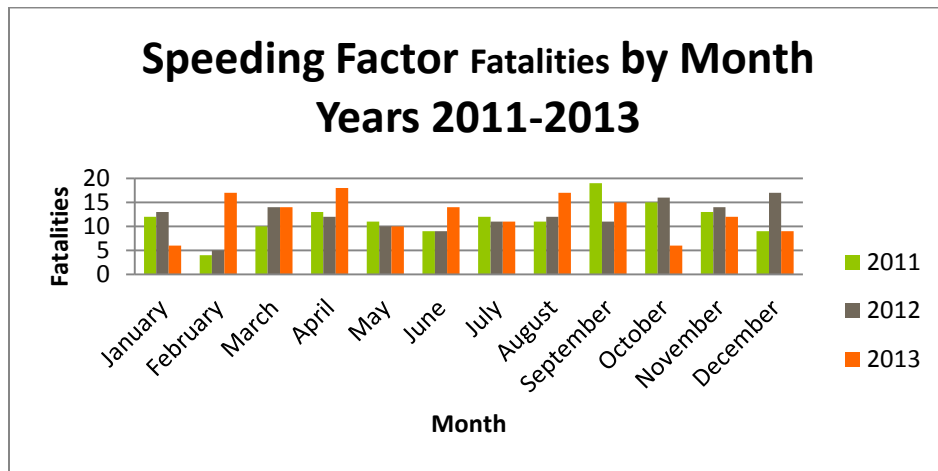


Figure 21: Speeding Factor Fatalities by Month Years 2011-2013

Speeding factor fatalities by month for 2011-2013 period, shows the amount of fatalities are almost similar during this three-year period. However, slight peaks can be appreciated for the months of April, August, and September.

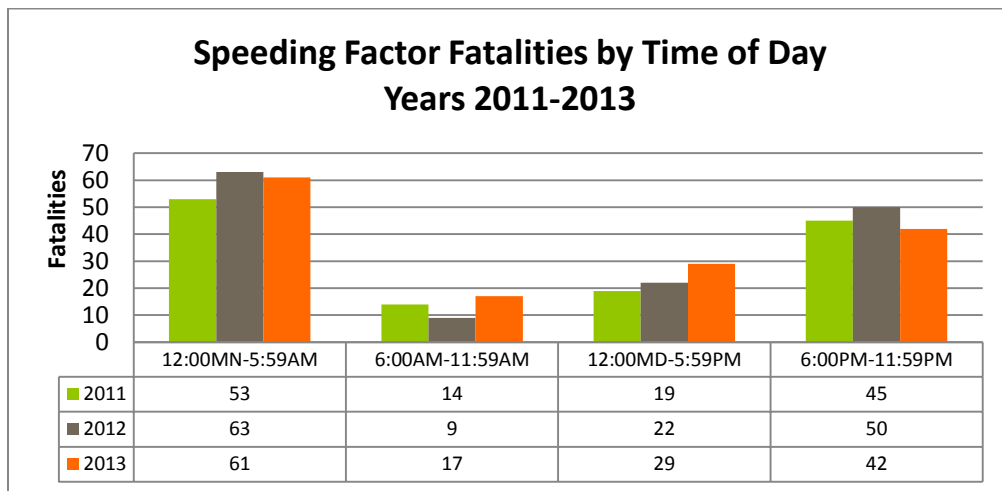


Figure 22: Speeding Factor Fatalities by Time of Day Years 2011-2013

Speeding factor fatalities by time of day during 2011 through 2013 illustrates most fatalities occurring during the nighttime, with 73% taking place between the hours of 6:00pm and 5:59am. These dark hours continue to represent the riskiest time periods for speed-related fatalities to occur.

SPEEDING FACTOR FATALITIES BY MUNICIPALITY YEARS 2011-2013		
RANKING	MUNICIPALITIES	TOTAL FATALITIES
1	SAN JUAN	36
2	PONCE	17
3	CAGUAS	13
4	JUANA DIAZ	12
5	ARECIBO	11

Figure 23: Speeding Related By Municipalities Year 2011-2013

Speeding factor fatalities data by municipality during 2011-2013 period, demonstrates that densely populated municipalities such as San Juan, Ponce, Caguas, and Arecibo had the highest number of these fatalities. Although Juana Díaz, which is a smaller municipality east of Ponce, ranks fourth. The municipalities of Bayamón, Aguadilla, and Guayama rank in the sixth position, each reporting 10 speed-related fatalities. Most of these fatalities occurred on primary highways and roads.

Speeding Injury Crashes

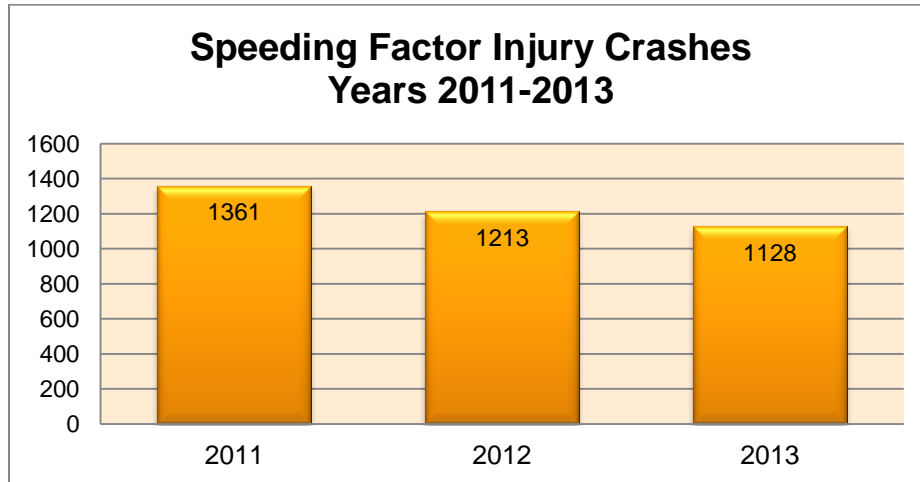


Figure 24: Speeding Factor Injury Crashes Years 2011-2013

From year 2011 through 2013, a total of 3,702 speeding injury crashes were reported. When comparing one year with the next, it illustrates a reduction of these crashes during this period. Between 2011 and 2012 the reduction was of 148 crashes, while between 2012 and 2013 reduction was of 85.

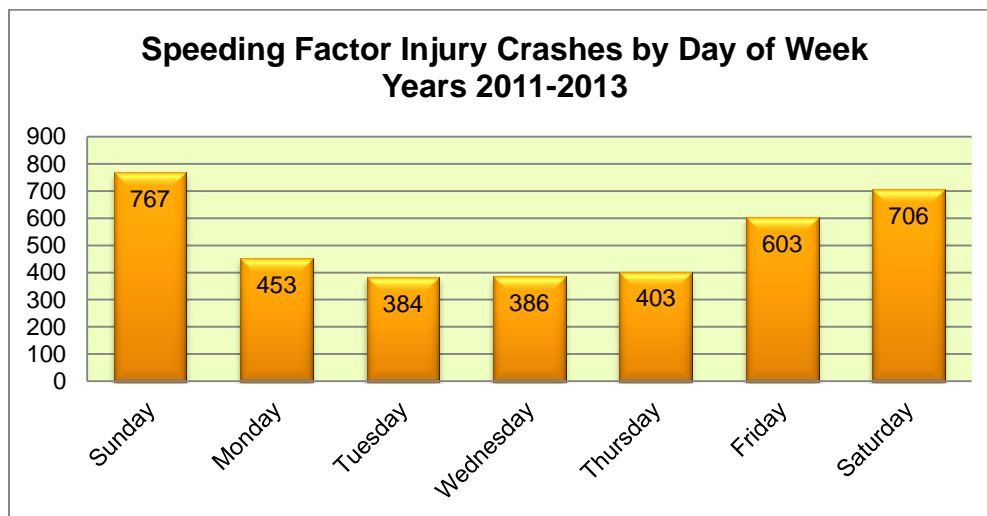


Figure 25: Speeding Factor Injury Crashes by Day of Week Years 2011-2013

Speeding injury crashes by day of week for the three-year period of 2011 through 2013 illustrate that most crashes took place on weekend days Friday, Saturday and Sunday with a total of 2,076 for a 56%. Sunday is most overrepresented of all with a total of 767 for a 21%.

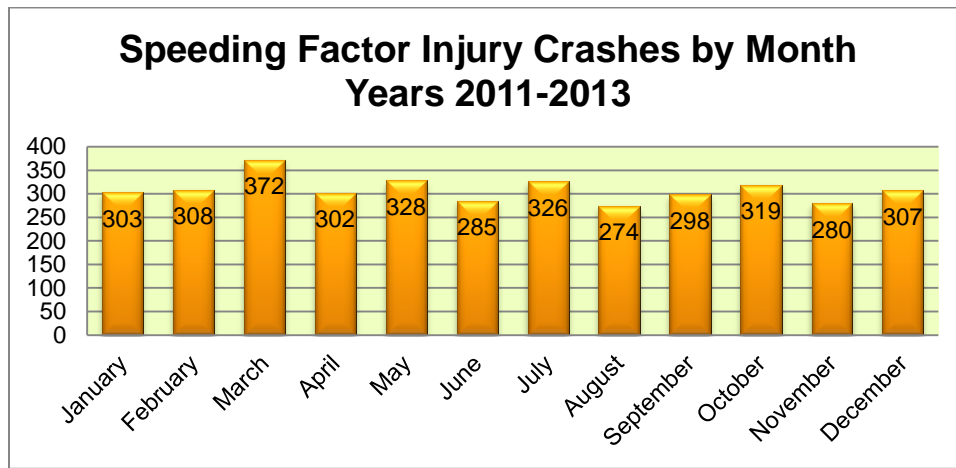


Figure 26: Speeding Factor Injury-Crashes by Month Years 2011-2013

Speeding injury crashes by month for the three-year period of 2011 through 2013 illustrate more or less an even number of these crashes occur from month to month. However, March reported the most with 372 comprising 10% of total, followed by May with 328 comprising 9%. Month reporting the least amount of crashes is August with a total 274, or 7%.

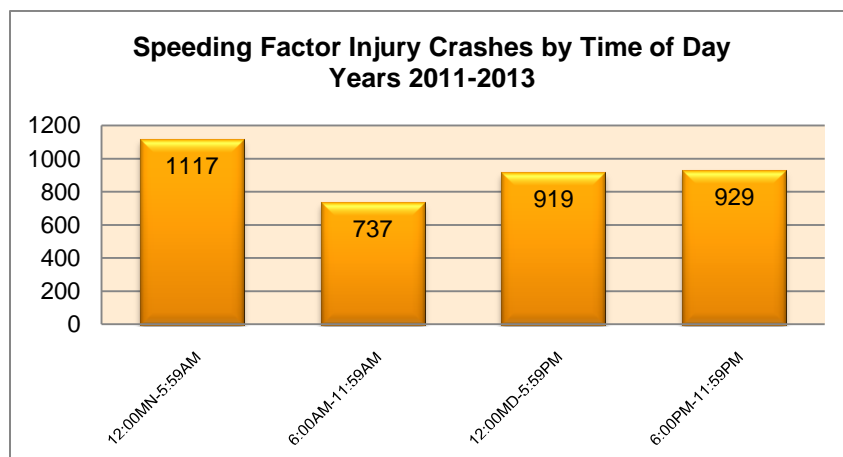


Figure 27: Speeding Factor Injury Crashes by Time of Day Years 2011-2013

Speeding injury crashes by time of day for the three-year period of 2011 through 2013 were mostly reported between the hours of 12:00md to 5:59pm with a total of 1,117 crashes for a 30%. On the other hand, hours between 12:00md and 11:59pm and 6:00pm to 11:59pm have almost even results reporting 919 and 929 crashes, respectively. Morning hours between 6:00am and 11:59am reported the least amount of crashes with a total of 737, for a 20%.

Motorcyclist fatalities data provided by FARS for the 2011-2013 reported a total of 149 fatalities. These fatalities accounted for 14% of 1,071 total traffic fatalities during this three-year period.

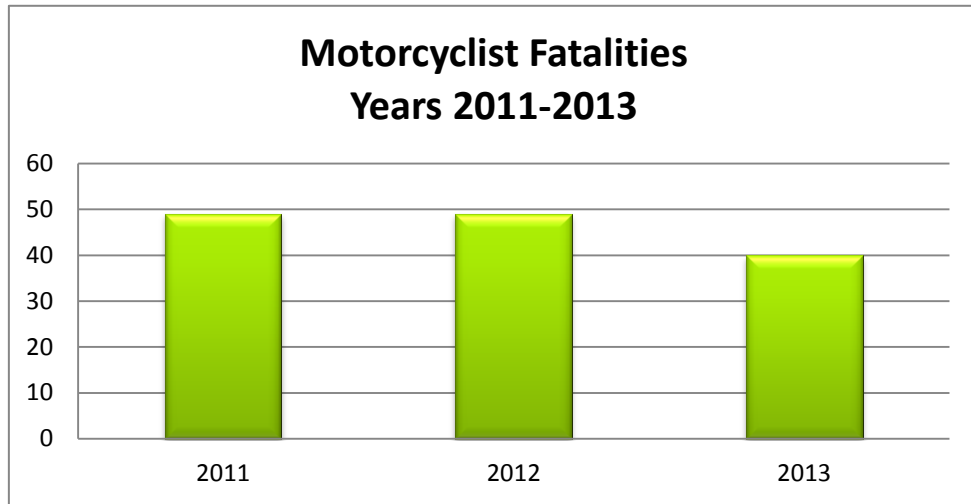


Figure 28: Motorcyclist Fatalities 2011-2013

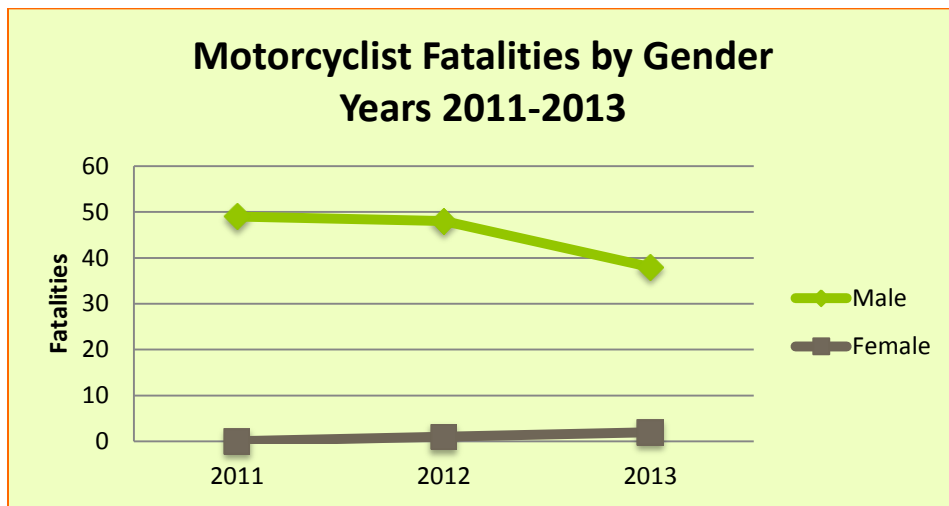


Figure 29: Motorcyclist Fatalities by Gender Years 2011-2013

Motorcyclist fatalities by gender for the 2011-2013 period reported 98% of these fatalities as male, while 2% female.

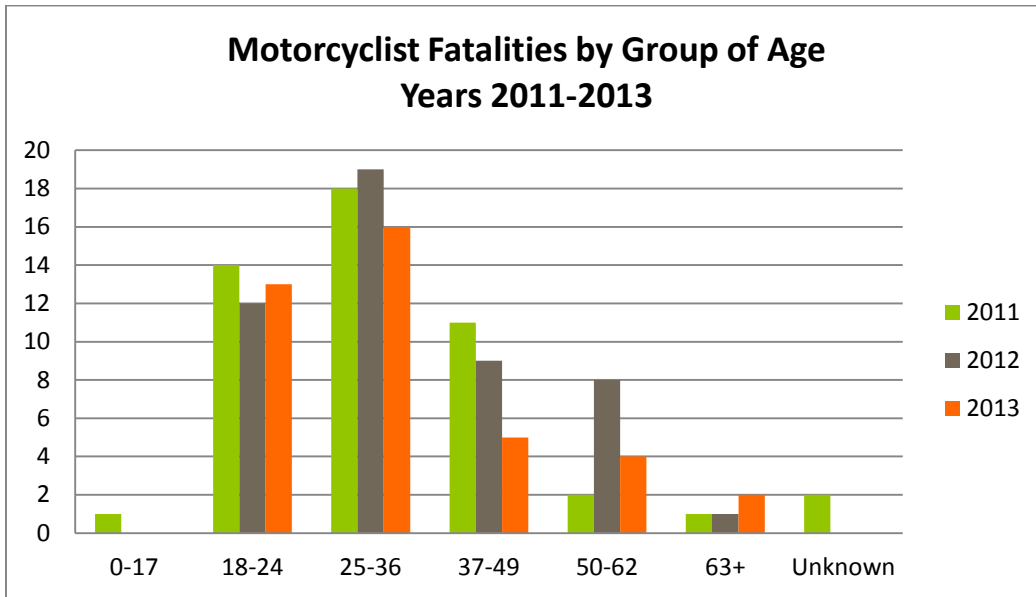


Figure 30: Motorcyclist Fatalities By Group of Age Years 2011-2013

Motorcyclist fatalities by age group for the 2011-2013 period indicates young adults between the ages of 18-36 accounting for 67% of total motorcyclist fatalities.

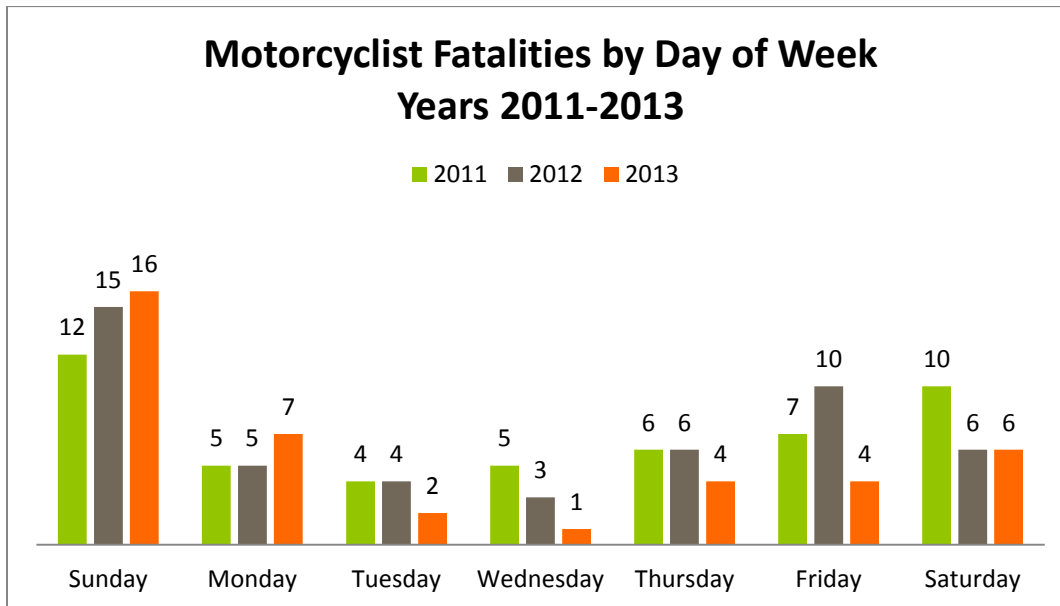


Figure 31: Motorcyclist Fatalities By Day of the Week Years 2011-2013

Motorcyclist fatalities by day of week for the 2011-2013 period illustrates Sunday is the day with the most fatalities accounting for 31% of total, with 43 fatalities making. It is followed by Saturday with 22, or 16%, and Friday with 21, or 15%. In conclusion, 62% of motorcyclist fatalities occurred on weekend days during this period.

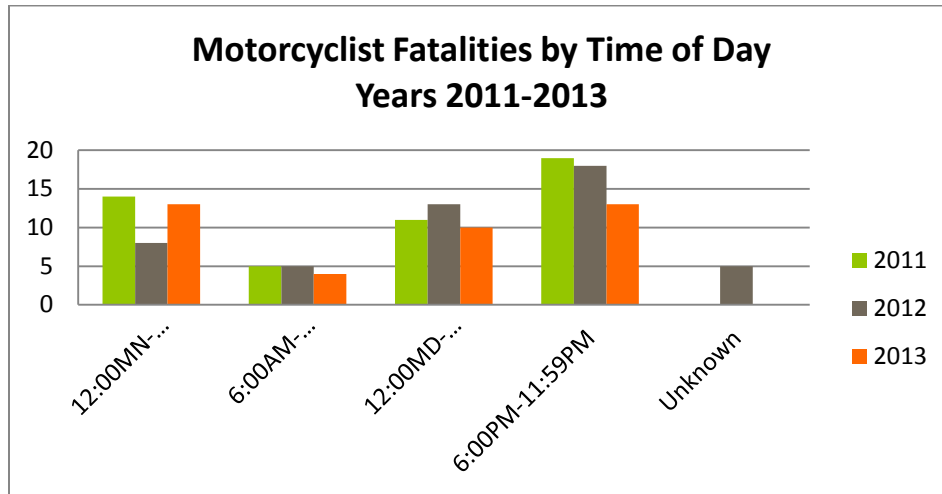


Figure 32: Motorcyclist Fatalities By Hour Years 2011-2013

Motorcyclist fatalities by time of day for the 2011-2013 period reported a total of 138 fatalities, of which 50 occurred between the hours of 6:00pm and 11:59pm. These time periods accounted for 36% of total motorcyclist fatalities, and was followed by the hours between 12:00pm and 5:59pm with 34, or 34%, indicating most fatalities occurred during the afternoon and early night hours. Together, both periods account for 70% of total motorcyclist fatalities.

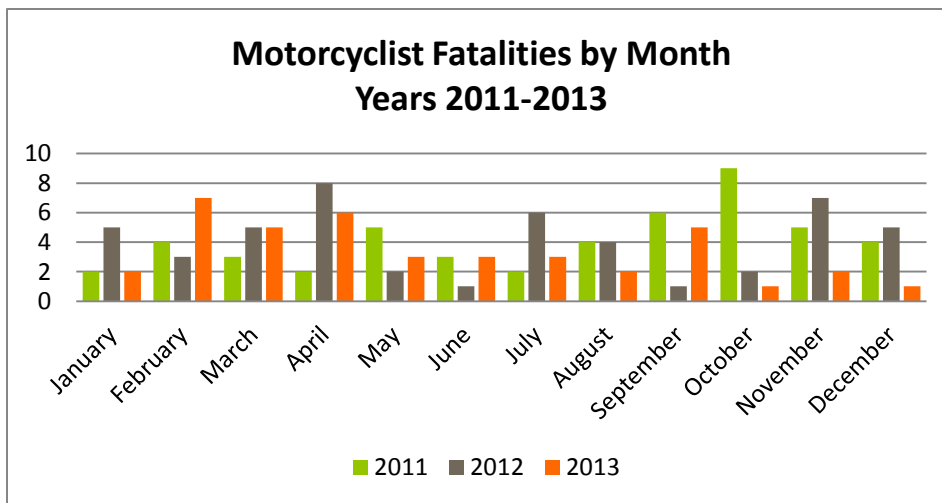


Figure 33: Motorcyclist Fatalities By Month Years 2011-2013

Motorcyclist fatalities by month during the 2011-2013 period illustrates how fatalities vary from one month to another and one year to another. For example, 2011 reported most fatalities during the month of October, while 2012 reported them on April, and 2013 on February. When fatalities per month are summed up, the month with highest number of fatalities is April with a total of 16 fatalities, comprising 12% of total.

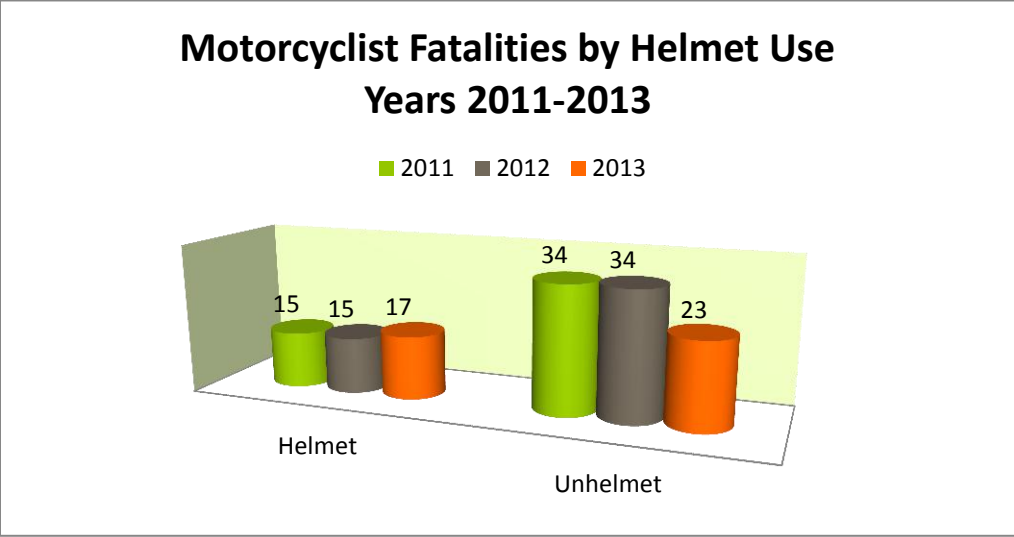


Figure 34: Motorcyclist Fatalities By Helmet Use Years 2011-2013

Motorcyclist fatalities by use of helmet during the 2011 through 2013 period shows 2011 and 2012 had the same number 15 fatalities with use of helmet and the same number of 34 fatalities with no use of helmet. Most importantly, fatalities with no use of helmet reported a reduction of 11 fatalities between 2012 and 2013.

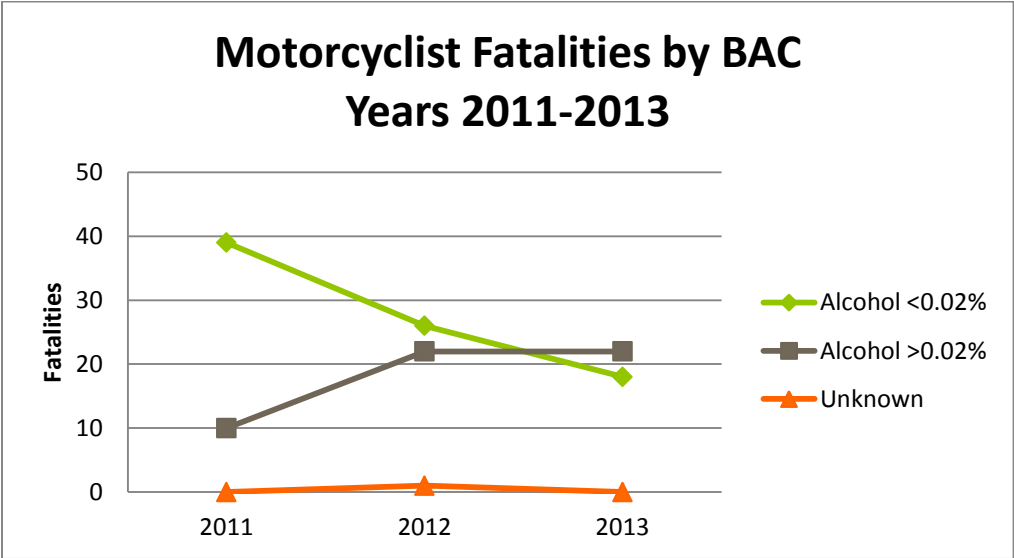


Figure 35: Motorcyclists Fatalities by BAC Years 2011-2013

Motorcyclist fatalities by BAC during the 2011 through 2013 period reported 39% of these had a BAC of .02% or higher.

In 2011 reported 10 fatalities with a BAC of .02% or higher, this accounted for 20% of fatalities during this year. Meanwhile, 2012 reported a marked increase on this type of fatalities; of the 49 total fatalities for this year 26, or a 53%, had a BAC of .02% or higher. However, in 2013 there was a reduction when, of the 40 total fatalities, 18 had a BAC of .02% or higher, accounting for a 45% of total motorcyclist fatalities for this year.

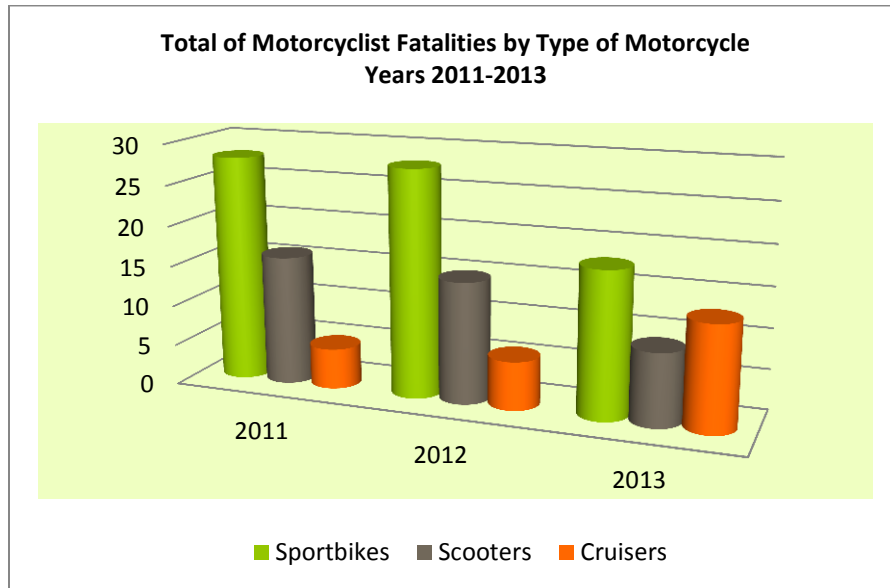


Figure 35: Total of Motorcycle Fatalities by Type of Motorcycle Years 2011-2013

Motorcyclist fatalities by type of motorcycle during 2011 through 2013 indicates 74 of these occurred while riding on sportbikes, 40 on scooters, and 24 on cruisers. Concluding that sportbike riders are most at risk of having a fatal crash, accounting for 54% of total motorcyclist fatalities.

Ranking	Municipalities	Total Fatalities
1	Caguas	10
2	Bayamon	9
3	Ponce	9
4	San Juan	9
5	Carolina	8

Figure 37: Motorcyclist Fatalities By Municipalities Years 2011-2013

Motorcyclist fatalities by municipality during 2011 through 2013 reported most fatalities in the municipalities of Caguas, Bayamón, Ponce, San Juan, and Carolina. These municipalities accounted for 37% of total motorcyclist fatalities for this period. It should be noted that Caguas, Bayamón, San Juan, and Carolina are part of the great metropolitan area.

Motorcycle – Injury Crashes

Data from Care system available for years 2011 through 2013 shows that on this period 5,557 motorcycle injury crashes were reported.

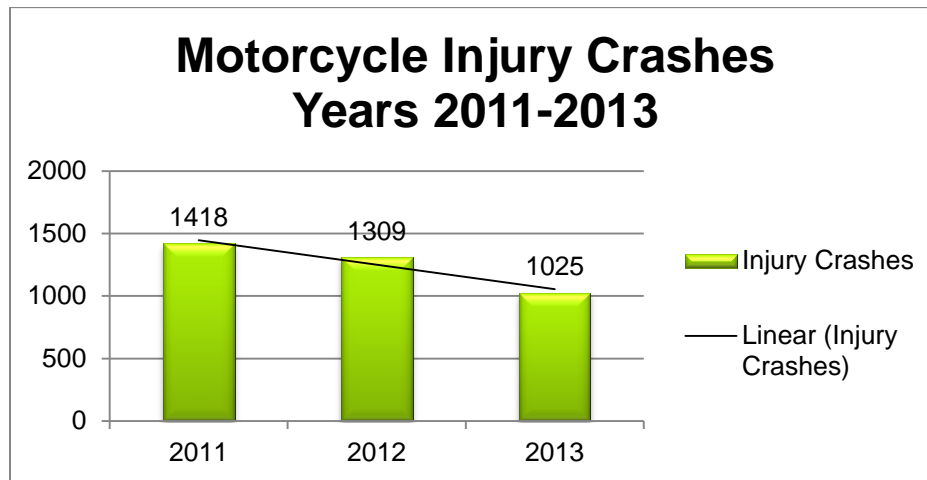


Figure 36: Motorcycle Injury Crashes Years 2011-2013

Motorcycle injury crashes from 2011 through 2013 illustrate significant reductions. This three-year period reported a total of 3,752 crashes on which one or more motorcyclists were injured. Between 2011 and 2012 there was an 8% reduction with 109 less injury crashes. Meanwhile, between 2012 and 2013 the reduction was of 284 crashes, for a 22%.

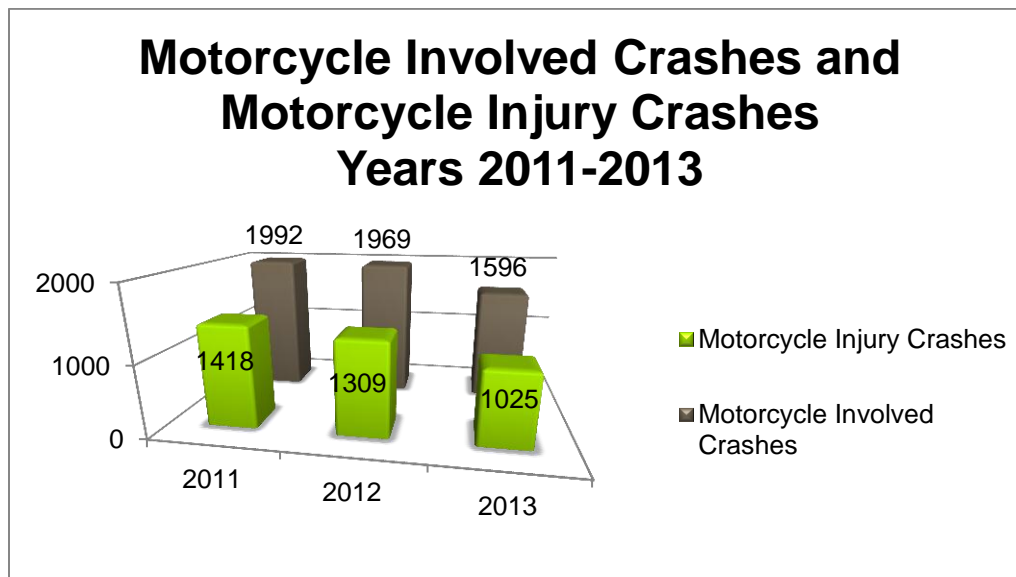


Figure 37: Motorcycle Involved Crashes Motorcycle Injury Crashes

Motorcycle involved crashes from 2011 through 2013 totaled 5,557; while motorcycle injury crashes for the same period totaled 3,752. This data illustrates that 68% of motorcycle involved crashes result in injuries to motorcyclists.

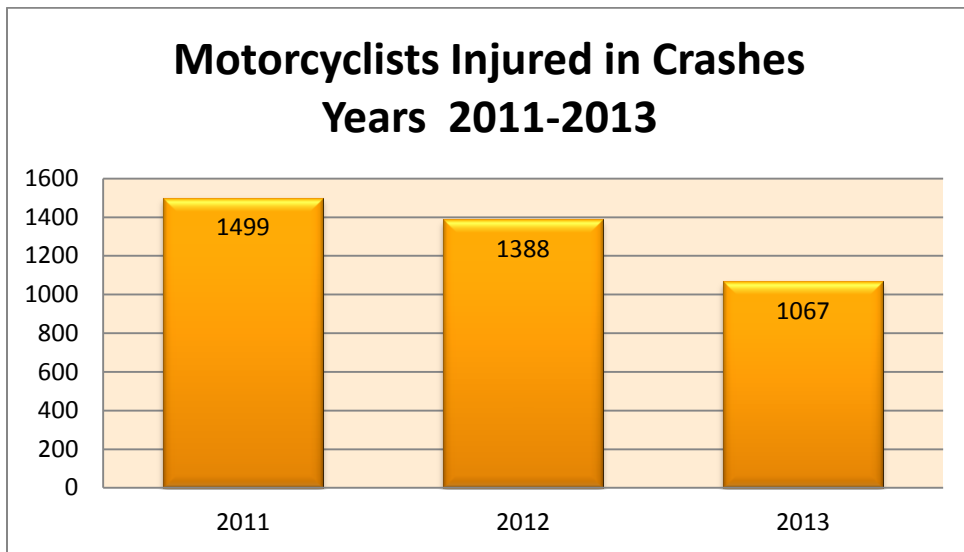


Figure 38: Motorcyclist Injured in Crashes Years 2011-2013

Motorcyclists injured in crashes from 2011 through 2013 totaled 3,954. A reduction of injuries has been observed for this three-year period. Between 2011 and 2012 reduction was of 7%, while between 2012 and 2013 reduction was of 23%.

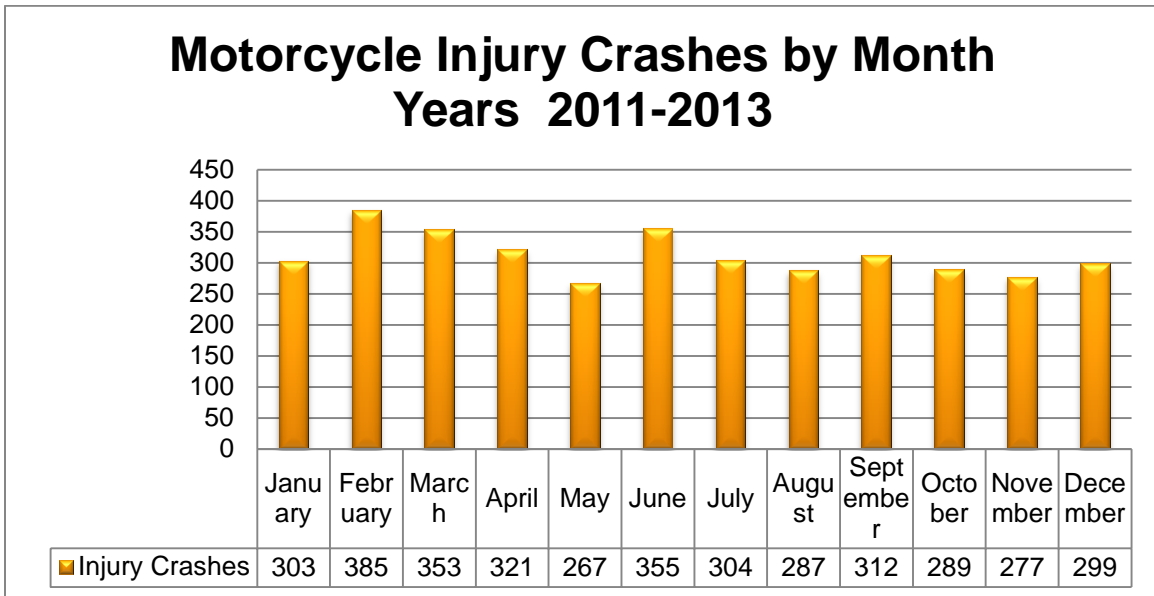


Figure 39: Motorcycle Injury Crashes By Month Years 2011-2013

Motorcycle injury crashes by month for the three-year period of 2011 through 2013 illustrate February is the month with most crashes with a total of 385 for a 10% of total, closely followed by June with 355 for a 9% of total. March is the third month with most motorcyclist injury crashes with 353, followed by April with 321. The month with the least amount of crashes is May with a total of 267, for a 7%.

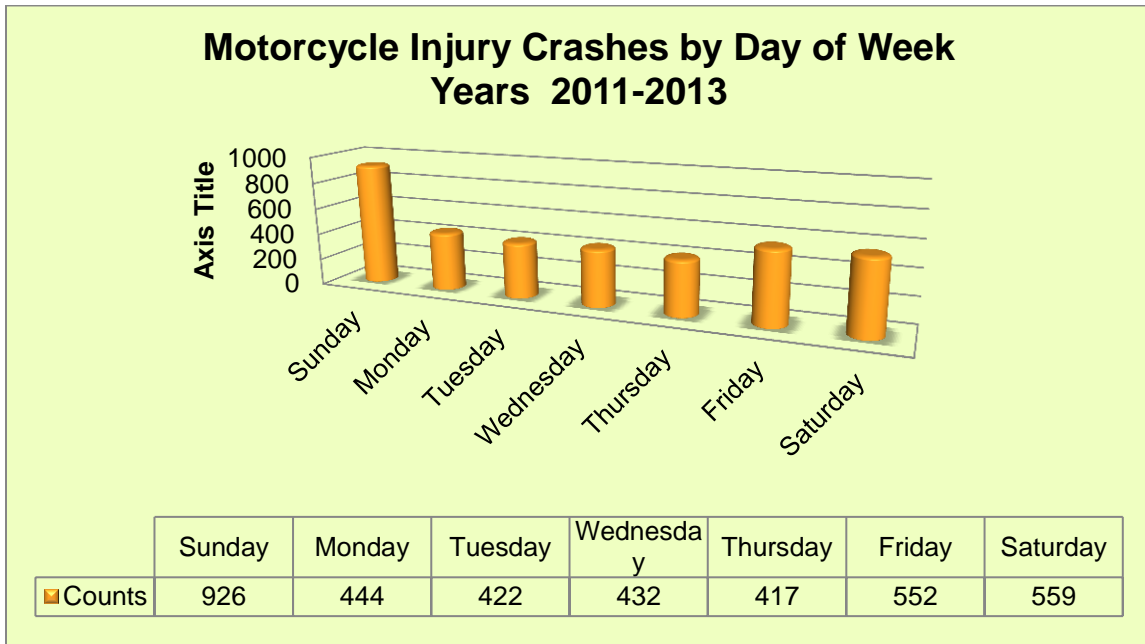


Figure 40: Motorcycle Injury Crashes by Month Years 2011-2013

Motorcycle injury crashes by day of week for the three-year period of 2011 through 2013 illustrates how the great majority of these crashes occurred on Sunday, accounting for a 25% with a total of 926 injury crashes. It is followed by Saturday with 559 crashes for a 15% of total and Friday with 552 crashes also comprising a 15%. Lastly, Monday, Tuesday, Wednesday and Thursday account for 11-12% each.

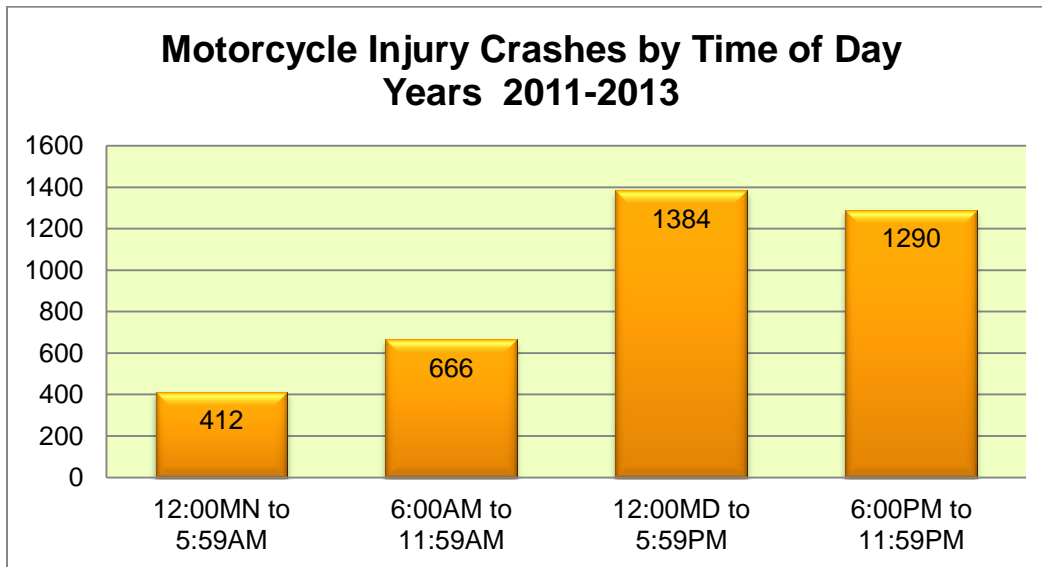


Figure 41: Motorcycle Injury Crashes by Time of Day Years 2011-2013

Motorcycle injury crashes by time of day for the three-year period of 2011 through 2013 illustrate that the time segment with most crashes was between 12:00md to 5:59pm with a total of 1,384; for 37% of total. This is followed by hours between 6:00pm and 11:59pm with a total of 1,290; for 34%. The time segment with the least amount of crashes is between 12:00mn and 5:59am with 412, or 11% of total.

Motorcycle Injury Crashes by Municipality Years 2011-2013

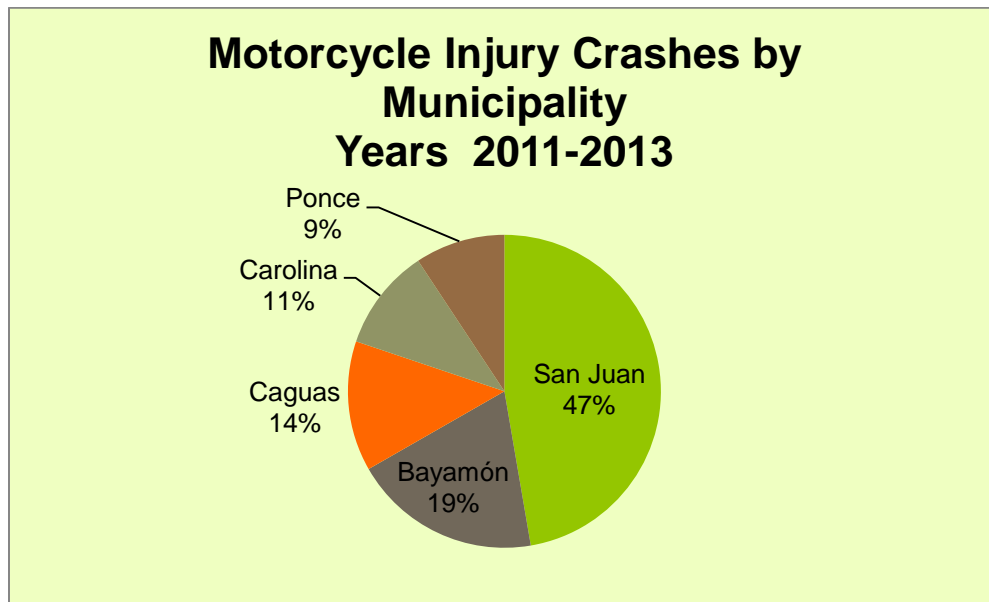


Figure 42: Motorcycle Injury Crashes By Municipaloty Years 2011-2013

Motorcycle injury crashes by municipality for the three-year period of 2011 through 2013 were reported most in the municipalities of San Juan, Ponce, Carolina, Caguas and Bayamón. These five municipalities comprise 32% of total injury crashes with a an altogether total of 1,205. San Juan comprises almost half of injuries reported amongst the five with 47%, followed by Bayamón with 19%. It should be noted that San Juan, Bayamón and Carolina are part of the greater metropolitan are; altogether they comprise 25% of total motorcycle injury crashes throughout the island.

OCCUPANT PROTECTION

Unrestrained - Fatalities

According to FARS data for the 2011-2013 period, a total of 343 fatalities were unrestrained-related. The year that shows the highest amount of these fatalities is 2013 with 117, or 32% of total fatalities for this three-year period.

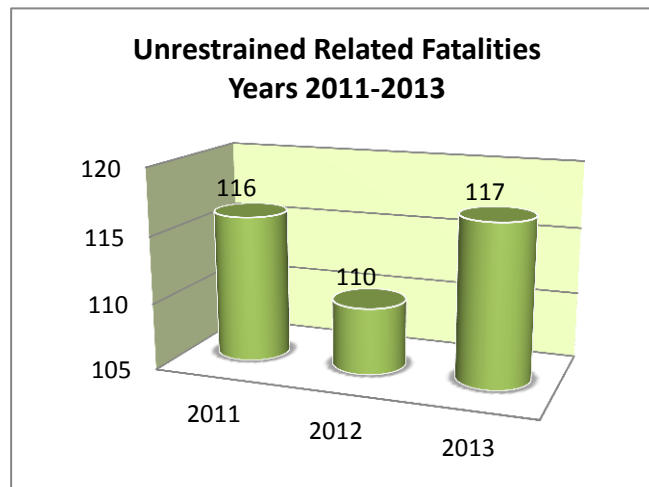


Figure 43: Unrestrained-Related Fatalities Years 2011-2013

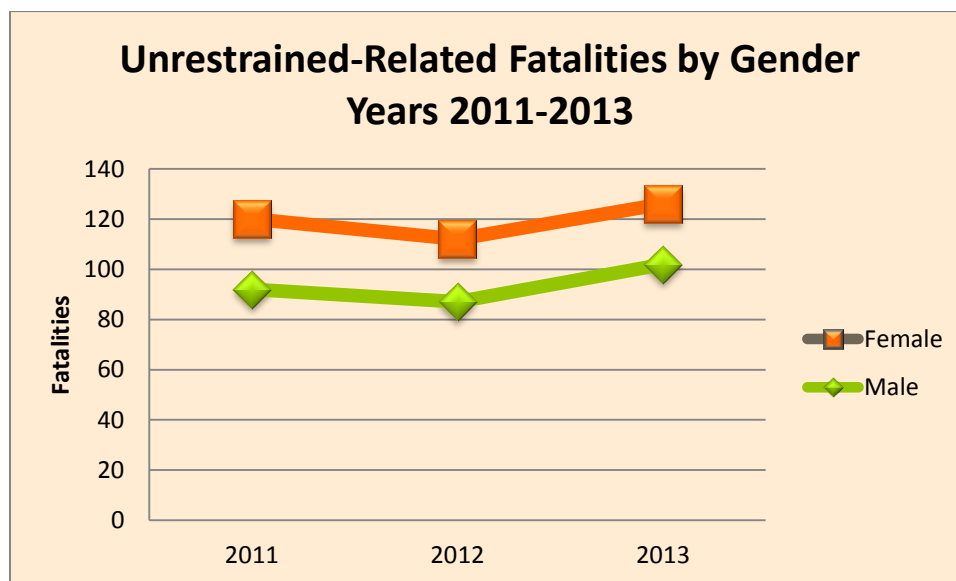


Figure 44: Unrestrained-Related Fatalities By Gender Years 2011-2013

Unrestrained-related fatalities by gender during 2011-2013 reported 77, or 22%, were female, while 281, or 78%, were male. In 2013, which is the year with the highest amount of fatalities with 81% were male, while 19% were female.

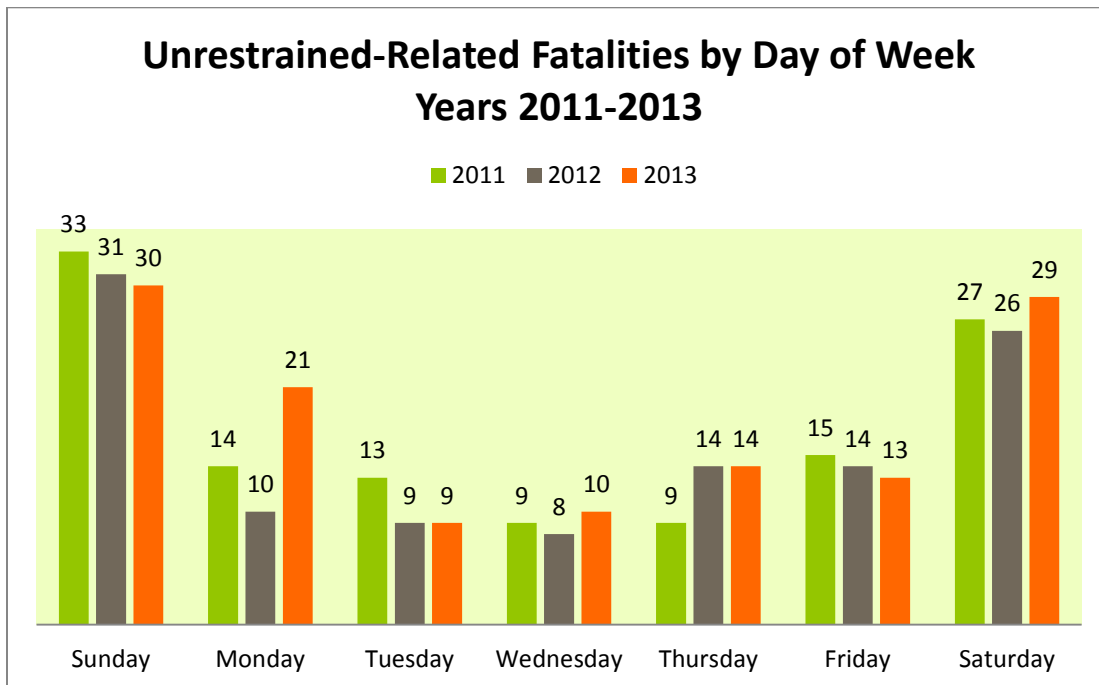


Figure 45: Unrestrained-Related Fatalities By Day of Week Years 2011-2013

When analyzing unrestrained-related fatalities data by day of week for this three-year period, we can detail the following:

- The days of the week with the highest amount of fatalities are Saturday, Sunday and Monday with a total of 221 or a 62%.
- Year 2013 shows to be the one with the most unrestrained related fatalities with a total of 80 reported on Saturdays, Sundays and Mondays for a 63%.
- Sunday shows to be the day with most fatalities during the 2011-2013 periods with a total of 94 or a 62% of total fatalities.

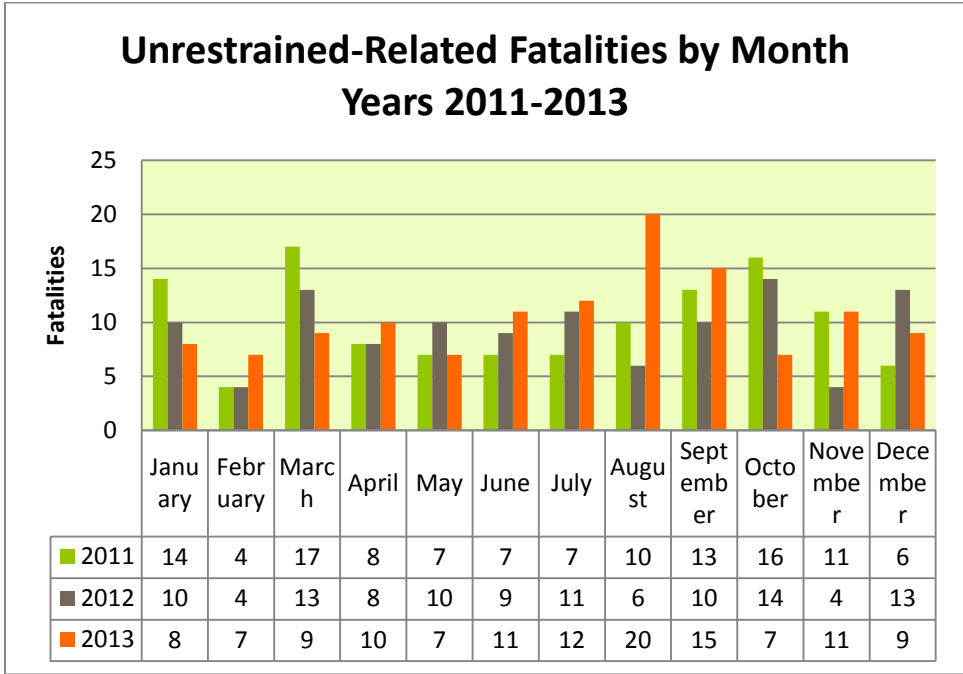


Figure 46: Unrestrained-Related Fatalities by Month Years 2011-2013

Unrestrained-related fatalities by month for the 2011-2013 period point out that months with the highest amount of fatalities are March with 39, September with 38, and October with 37. These three months accounted for 32% of total fatalities for this period.



Figure 47: Unrestrained-Related Fatalities by Classification Years 2011-2013

Unrestrained-related fatalities by driver and passenger classifications for the 2011-2013 period reported 241, or 67%, as drivers; while 117, or 33%, passengers. During 2013, drivers accounted for 64% of total unrestrained-related fatalities.

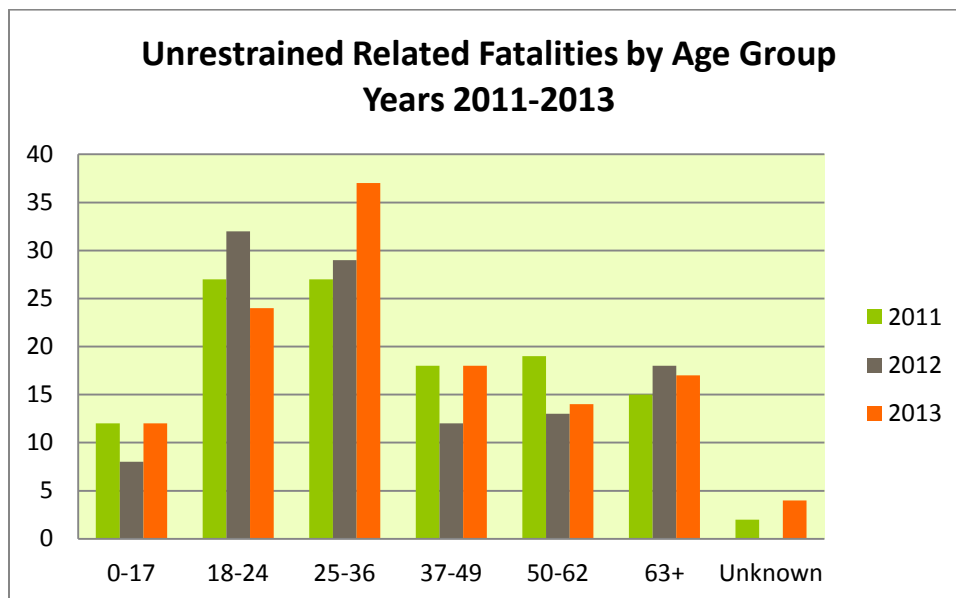


Figure 48: Unrestrained-Related Fatalities by Age Group Years 2011-2013

Unrestrained-related fatalities by age groups for the 2011-2013 period illustrates that age groups with the highest amount of fatalities are the 18-24 and 25-36 groups. These groups had a total of 176 fatalities, accounting for 49% of total fatalities reported during this three-year period. These are followed by the 63+ age group with 50 fatalities.

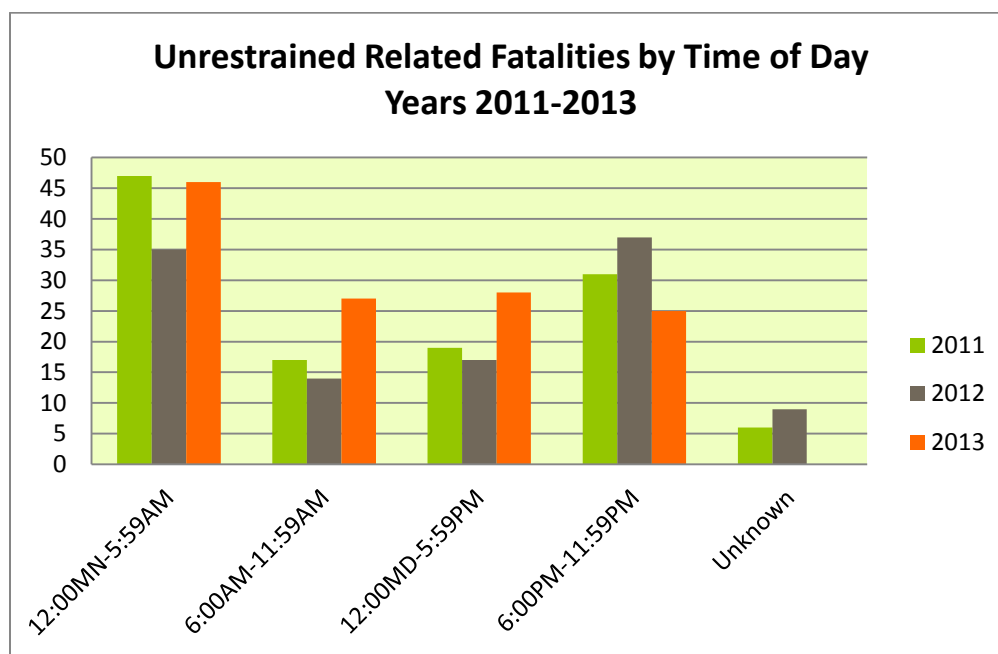


Figure 49: Unrestrained-Related Fatalities by Time of Day Years 2011-2013

Unrestrained related fatalities data by time of day for the 2011-2013 period reasserts that the hours between 12:00am and 5:59am accounted for the highest number of fatalities with a 36% of total fatalities. It is followed by the hours between 6:00pm and 11:59pm with 93.

UNRESTRAINED-RELATED FATALITIES BY MUNICIPALITY YEARS 2011-2013		
Ranking	Municipalities	Total Fatalities
1	San Juan	22
2	Arecibo	14
3	San Sebastian	13
4	Bayamon	11
5	Caguas	11

Figure 50: Unrestrained Related Fatalities by Municipalities Years 2011-2013

After analyzing data of unrestrained related fatalities by Municipality for the 2011-2013 period, San Juan is the municipality that accounted for the highest amount with 22 fatalities, followed by Arecibo with 14. Table above details the 5 municipalities with the highest amount of fatalities for this three-year period.

Unrestrained -Injury Crashes

From year 2011 through 2013, a total of 5,760 unrestrained-related injury crashes were reported. When comparing one year with the next, it illustrates a significant reduction of these crashes during this period. Between 2011 and 2012 the reduction was of 157 crashes, while between 2012 and 2013 reduction was of 538.

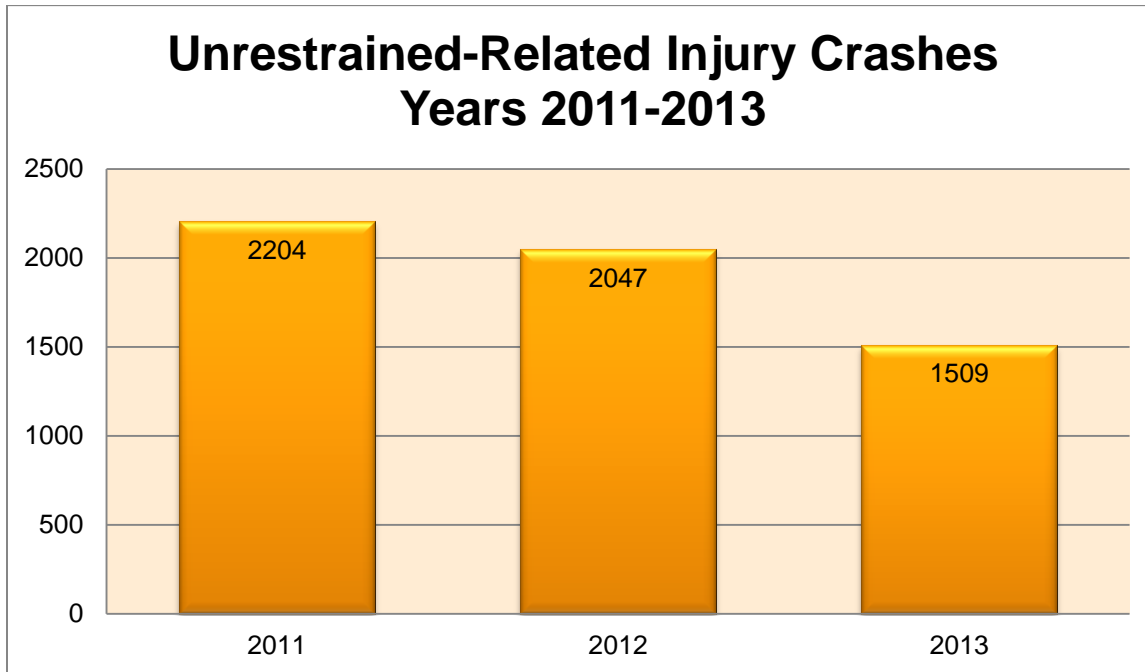


Figure 51: Unrestrained-Related Injury Crashes Years 2011-2013

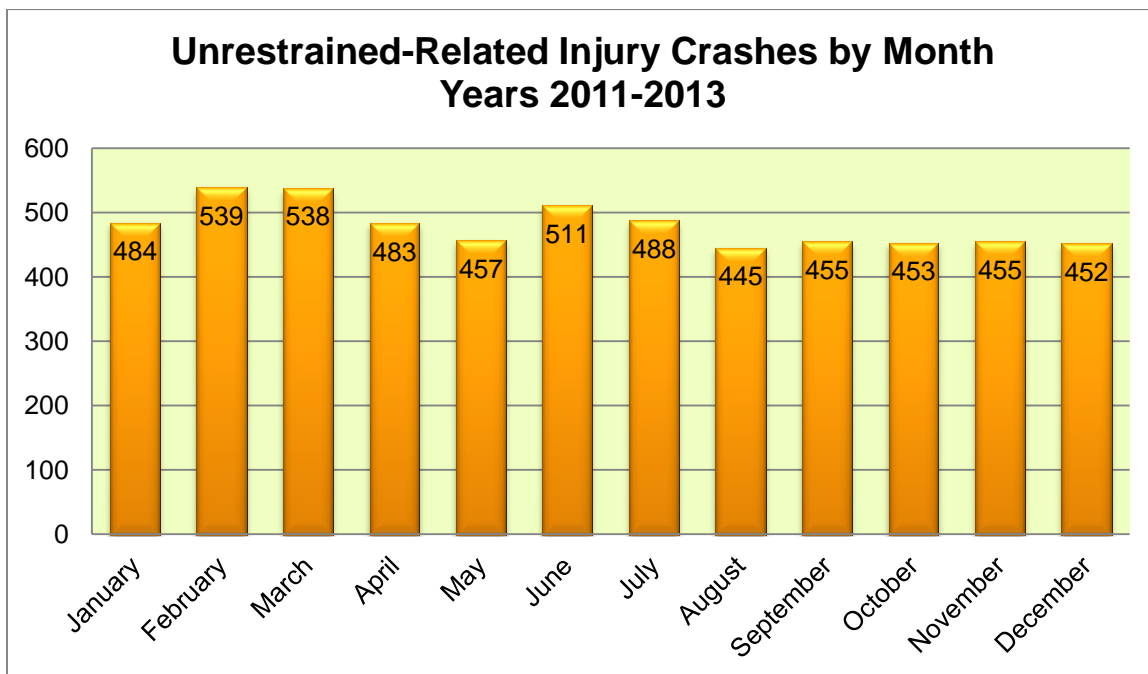


Figure 52: Unrestrained-Related Injury Crashes by Month Years 2011-2013

Unrestrained-related injury crashes by month for the three-year period of 2011 through 2013 illustrate most of these crashes are reported on February and March with totals 539 and 538, respectively. Both months total 1,077 crashes, comprising 19% of unrestrained injury crashes for this period.

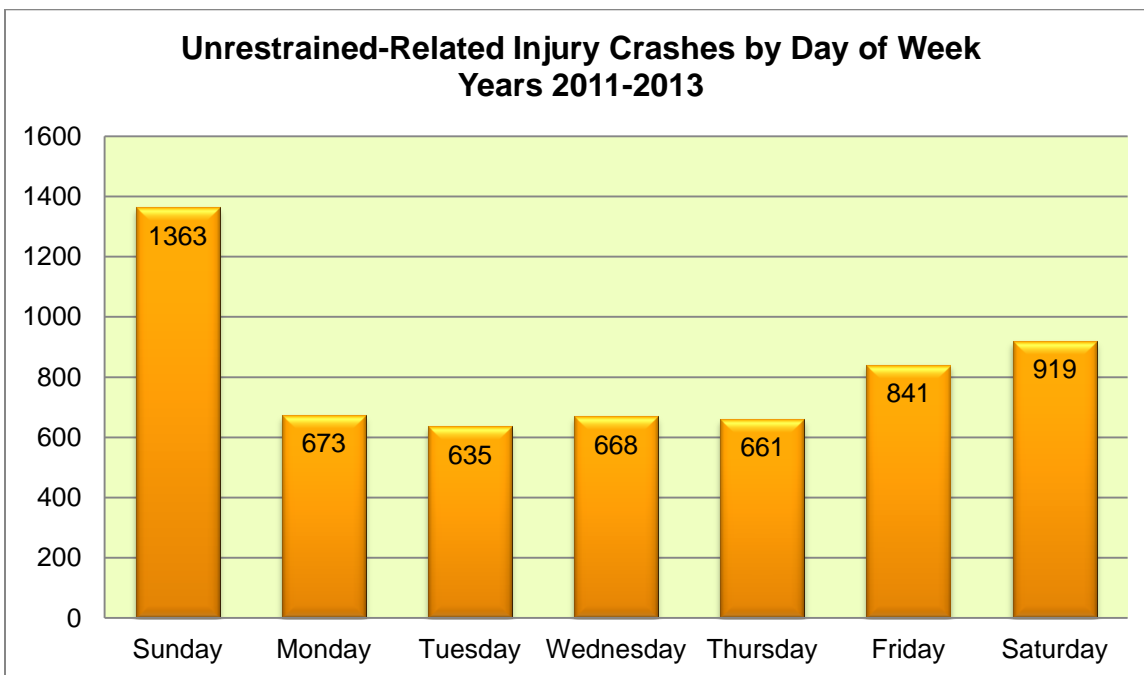


Figure 53: Unrestrained-Related Injury Crashes by Day of Week Years 2011-2013

Unrestrained-related injury crashes by day of week for the three-year period of 2011 through 2013 illustrate that most crashes took place on weekend days Friday, Saturday and Sunday with a total of 2,123 for a 37%. Sunday is most overrepresented of all with a total of 1,363 for a 24%.

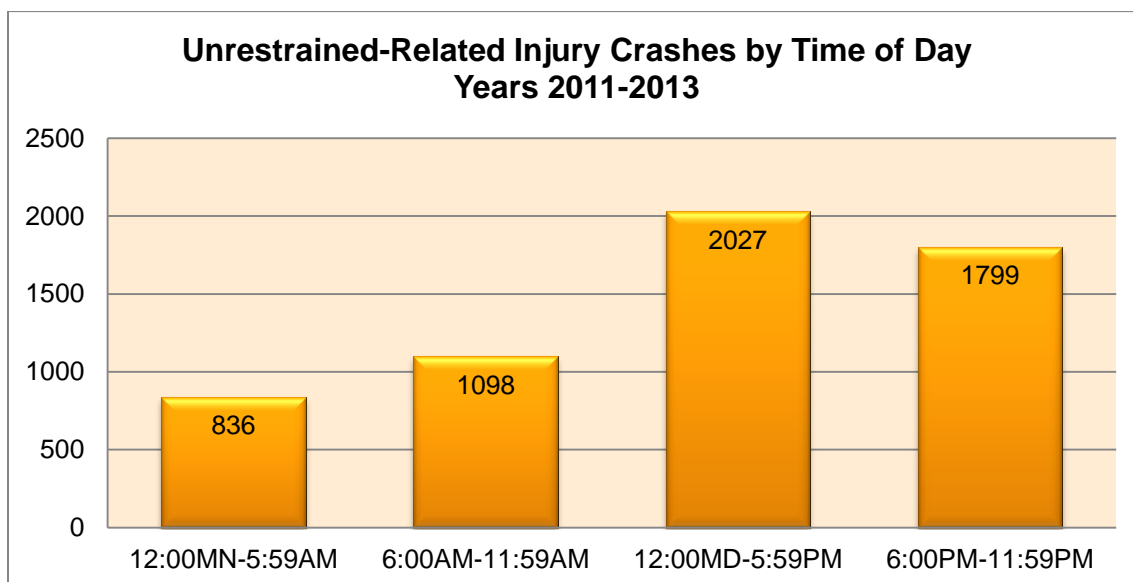


Figure 54: Unrestrained-Related Injury Crashes by Time of Day Years 2011-2013

Unrestrained-related injury crashes by time of day for the three-year period of 2011 through 2013 were mostly reported between the hours of 12:00md to 5:59pm with a total of 2,027 crashes for a 35%. On the other hand, hours between 6:00pm to 11:59pm reported 1,799 crashes for a 31%. Together, both time segments (12:00md – 11:59pm) comprise 66% of total unrestrained-related injury crashes.

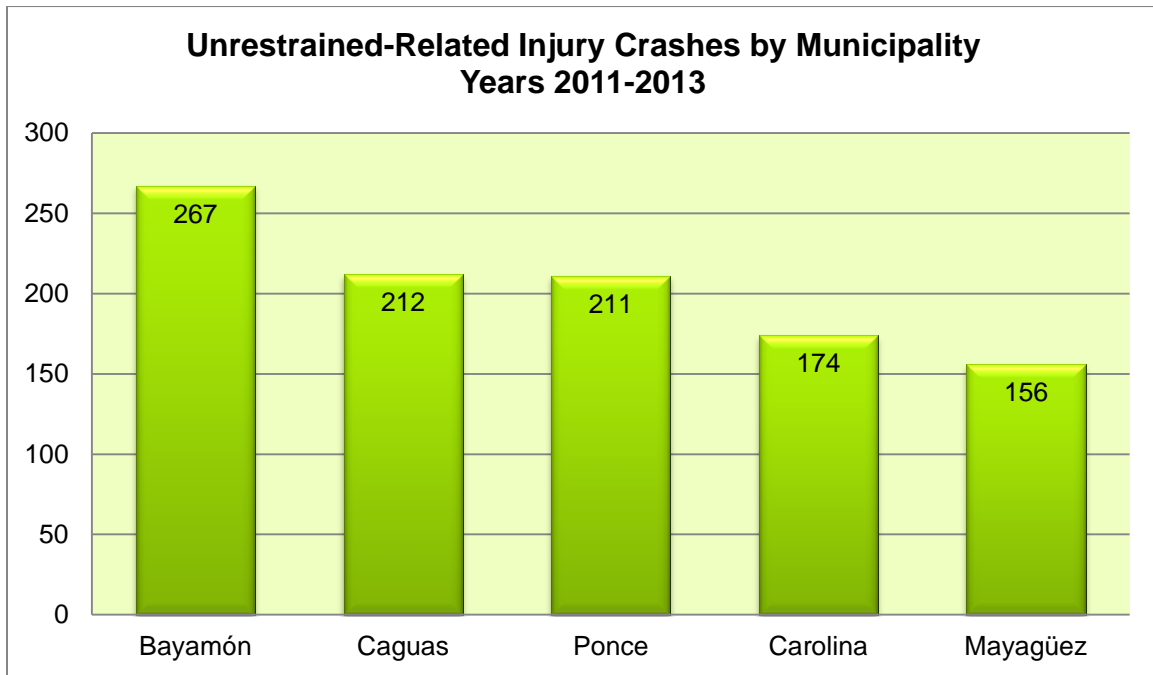


Figure 55: Unrestrained-Related Injury Crashes by Municipality Years 2011-2013

Unrestrained-related injury crashes by municipality for the three-year period of 2011 through 2013 mostly took place in the municipalities of Bayamón, Caguas, Ponce, Carolina and Mayagüez. These five municipalities reported a total of 1,020 crashes, with Bayamón reporting the most with a total of 267 for a 26%.

NON OCCUPANT

Pedestrian - Fatalities

Out of 1,071 total traffic fatalities reported during 2011-2013 period, 348, or 32%, of these were non-occupants, of which 310, or 89%, were pedestrians. In 2011, a total of 112 pedestrian fatalities were reported, in comparison with 2012 which reported 25 less fatalities. This represents a 22% reduction for this non-occupant group.

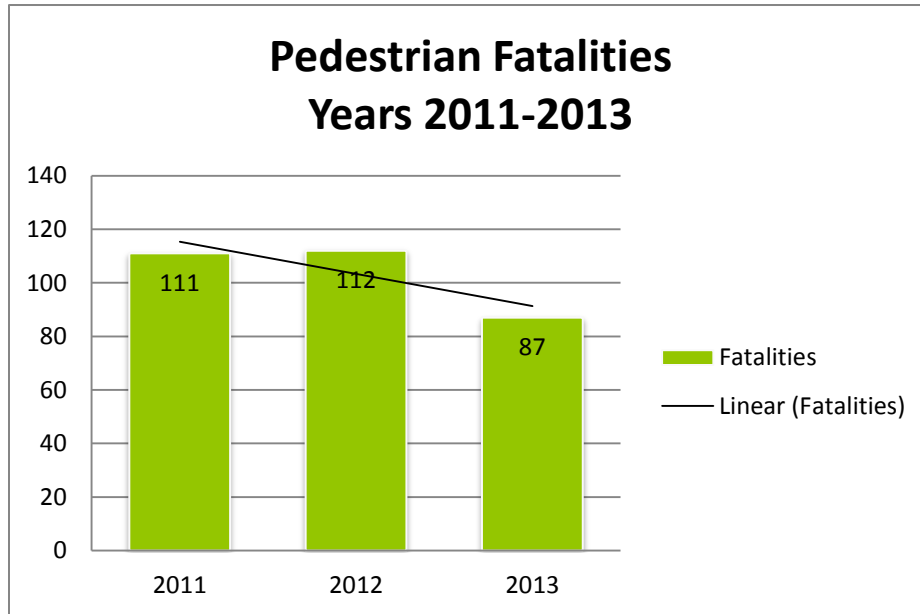


Figure 56: Pedestrian Fatalities Years 2011-2013

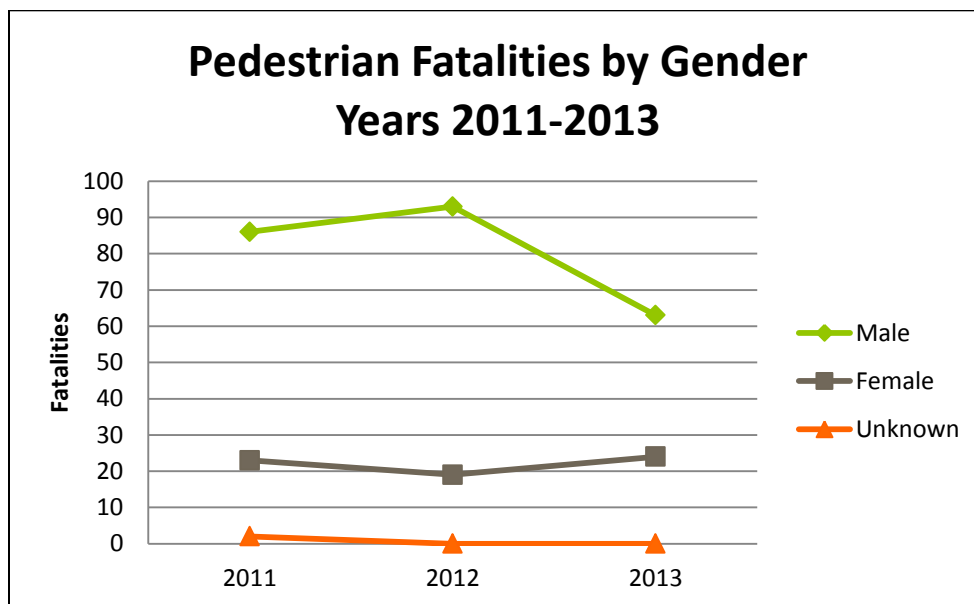


Figure 57: Pedestrian Fatalities by Gender Years 2011-2013

Pedestrian fatalities by gender during the period of 2011 through 2013 reported that 242, or 78%, of these were male and 66, or 21%, were female. The other 1% of fatalities is listed as unknown.

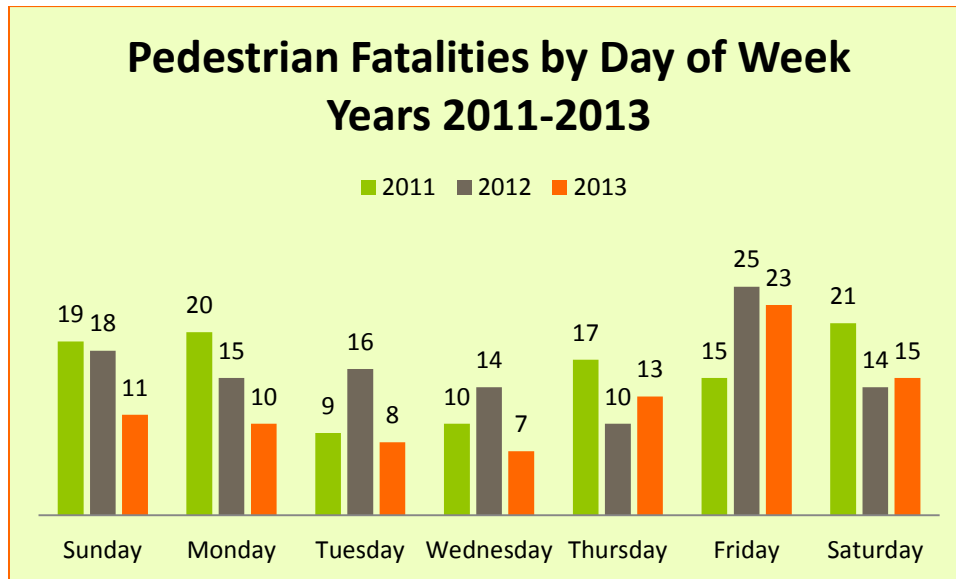


Figure 58: Pedestrian Fatalities by Day of Week Years 2011-2013

Pedestrian fatalities by day of week during the period of 2011 through 2013 identify Friday to be the day with the highest amount of reported fatalities with 63, or 20%. Wednesday is the day with the least amount of pedestrian fatalities, reporting 31, or 10%.

Day of Week	2011	2012	2013	Total
Sunday	19	18	11	48
Monday	20	15	10	45
Tuesday	9	16	8	33
Wednesday	10	14	7	31
Thursday	17	10	13	40
Friday	15	25	23	63
Saturday	21	14	15	50
Total	111	112	87	310

Figure 59: Pedestrian Fatalities by Day of week Years 2011-2013

During the 2011-2013 period, weekend days of Thursday through Sunday, a total of 201 pedestrian fatalities were reported. These accounted for 65% of total pedestrian fatalities. Monday through Wednesday reported a total of 109 fatalities, or 35%.



Figure 60: Pedestrian Fatalities by Month Years 2011-2013

Pedestrian fatalities by month during the period of 2011 through 2013 identify June with the highest amount of pedestrian fatalities with a total of 37, equivalent to 12% of total. March, July, and August are the months with the least amount of reported fatalities in this category, each accounting for 6%.

Month	2011	2012	2013	Total
January	12	10	9	31
February	8	12	15	35
March	5	7	5	17
April	7	8	7	22
May	7	8	5	20
June	12	15	10	37
July	8	6	4	18
August	6	7	5	18
September	8	11	7	26
October	13	8	5	26
November	8	12	4	24
December	17	8	11	36
Total	111	112	87	310

Figure 61: Pedestrian Fatalities Tendencies by Month Years 2011-2013

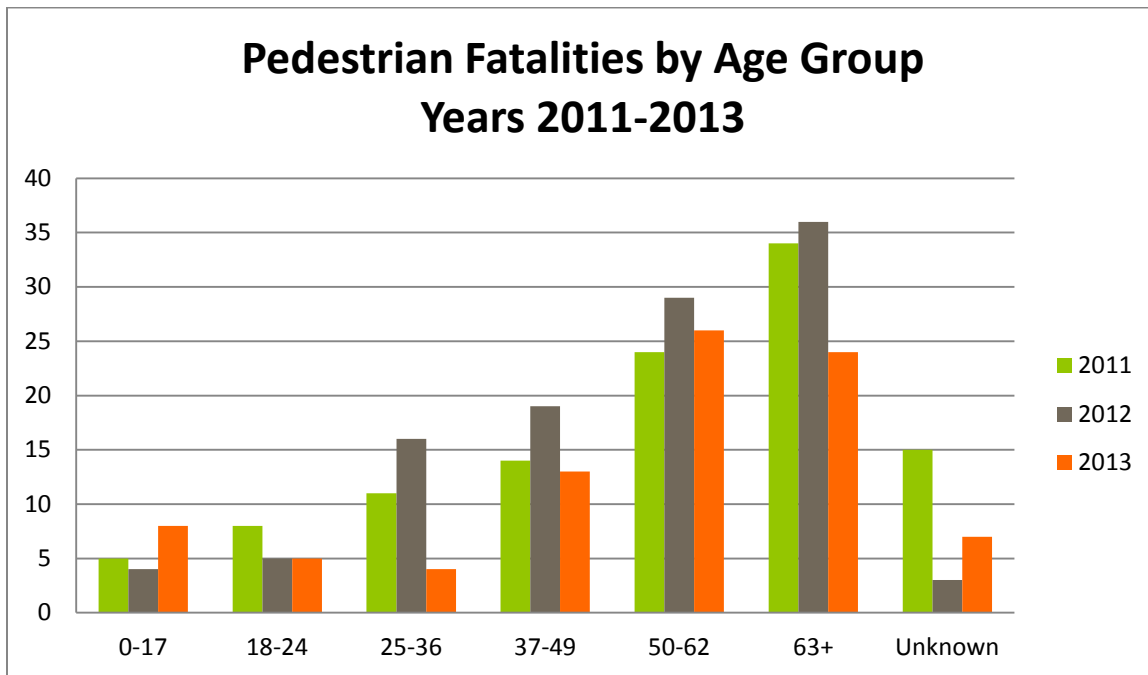


Figure 62: Pedestrian Fatalities by Age Group Years 2011-2013

Pedestrian fatalities by age group during the period of 2011 through 2013 illustrate that the group most at risk of a fatal crash is the 63+. This group reported a total of 94 fatalities, accounting for 30% of total. It is closely followed by another adult age group of 50-62 year of age, reporting a total of 79 fatalities, for a 25%. Age group with the least reported fatalities is the 0-17 group, with a total of 17 fatalities for a 5% of total pedestrian fatalities.

Group Age	2011	2012	2013	Total
0-17	5	4	8	17
18-24	8	5	5	18
25-36	11	16	4	31
37-49	14	19	13	46
50-62	24	29	26	79
63+	34	36	24	94
Unknown	15	3	7	25
Total	111	112	87	310

Figure 63: Pedestrian Fatalities Tendencies by Month Years 2011-2013

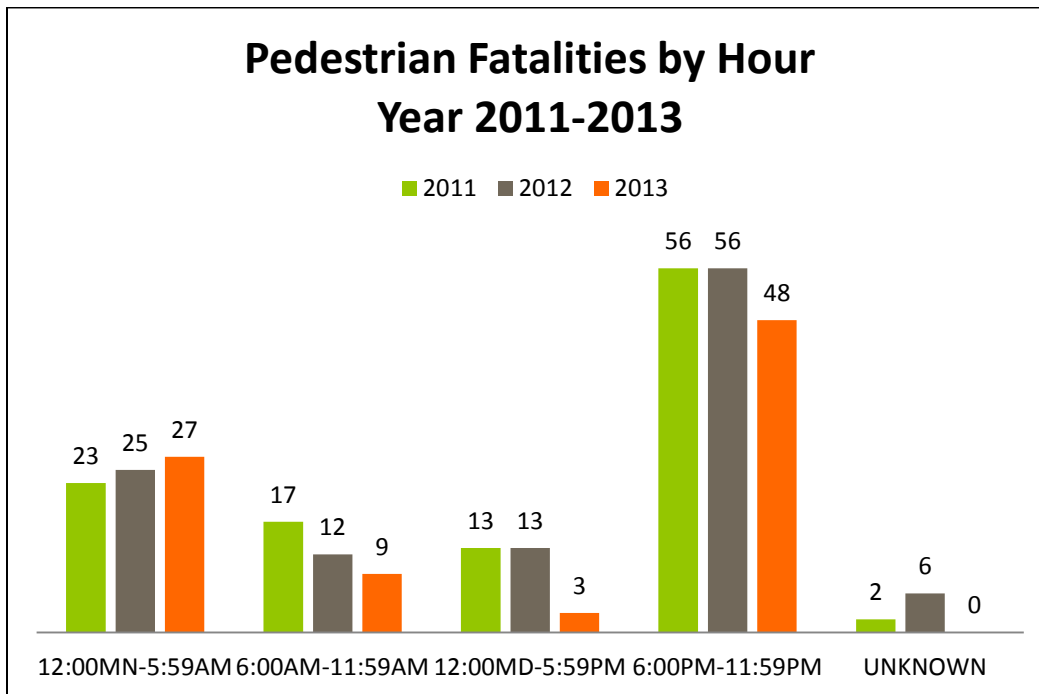


Figure 64: Pedestrian Fatalities by Hour Years 2011-2013

Pedestrian fatalities by time of day for the 2011 through 2013 period, reported the highest amount of these fatalities during the 6:00 to 11:59 pm time period with 160 fatalities, comprising 52% of total. It is followed by the 12:00 to 5:59 am period with 38, or a 24% of total fatalities. Within the 310 pedestrian fatalities, 189 of these occurred during the nighttime, while 113 occurred during the daytime. A total of 8 or a 3% were classified as unknown.

It should be noted that during 2011-2013, 3 people on wheelchairs or some other type of assisting equipment were among the fatalities. These were 2 males and 1 female. These were fatally injured on a Friday; 2 of them during the month of March and 1 in May; 1 between the hours of 12:00 – 5:59 pm and 2 between 6:00 – 11:59 pm. Of these fatalities, 2 were reported in the municipality of San Juan and 1 in Luquillo.

Pedestrian Fatalities By Municipality Years 2011-2013		
Ranking	Municipality	Total Fatalities
1	San Juan	41
2	Bayamón	19
3	Carolina	16
4	Aguadilla	14
5	Arecibo	14

Figure 65: Pedestrian Fatalities By Municipality Years 2011-2013

Pedestrian fatalities by municipality during the period of 2011 through 2013 identifies 5 municipalities with the highest number of pedestrian fatalities reported. Of these municipalities, 3 are among those with highest number of residents and are located in the great metropolitan area, like San Juan which reported 41 fatalities or a 13% of fatalities total, Bayamón with 19 or an 6%, and Carolina with 16 or a 5%. Arecibo, located in the northern region of the island, and Agudaila, on the western region, both reported 14 fatalities for a 5% of total fatalities each.

Pedestrian Injury Crashes

CARE system provided data for 2011, 2012 and 2013 periods, this three-year period accounted for a total of 5,540 injury crashes involving pedestrians. This total comprises 8% of total injury crashes of 72,100.



Figure 66: Pedestrian Injury Crashes Years 2011-2013

Year 2012 reports a reduction of 176 crashes for a 8% reduction from 2011. However, year 2013 reported a 342 reduction for a 18%.

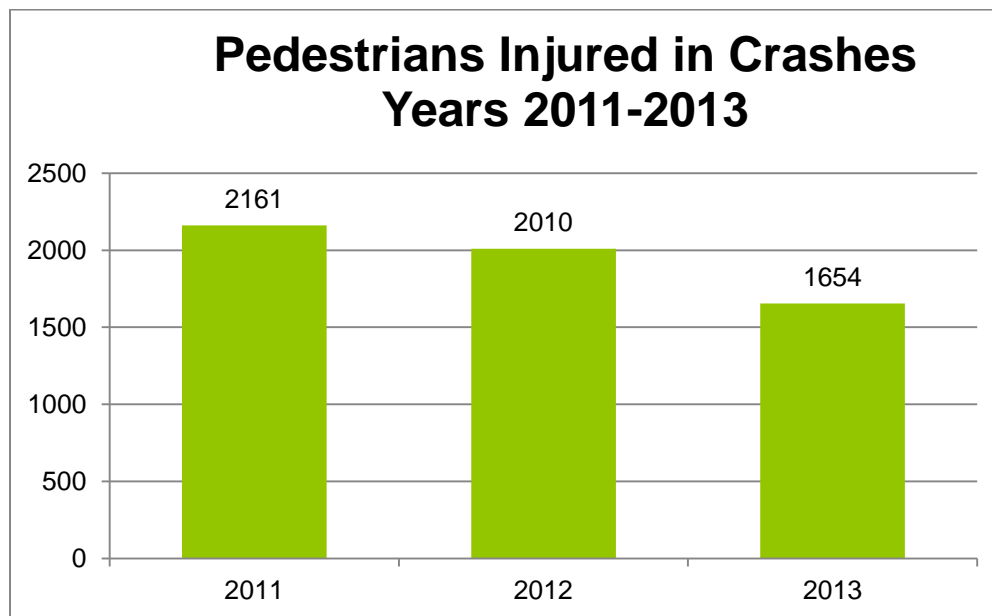


Figure 67: Pedestrian Injured in Crashes Years 2011-2013

Pedestrians injured in crashes for the three-year period of 2011 through 2013 illustrate a reduction of 507, or a 9%. For this three-year period a total of 5,825 pedestrians resulted injured in a traffic crash, with most being reported during 2011.

Pedestrian Injury Crashes by Month Years 2011-2013

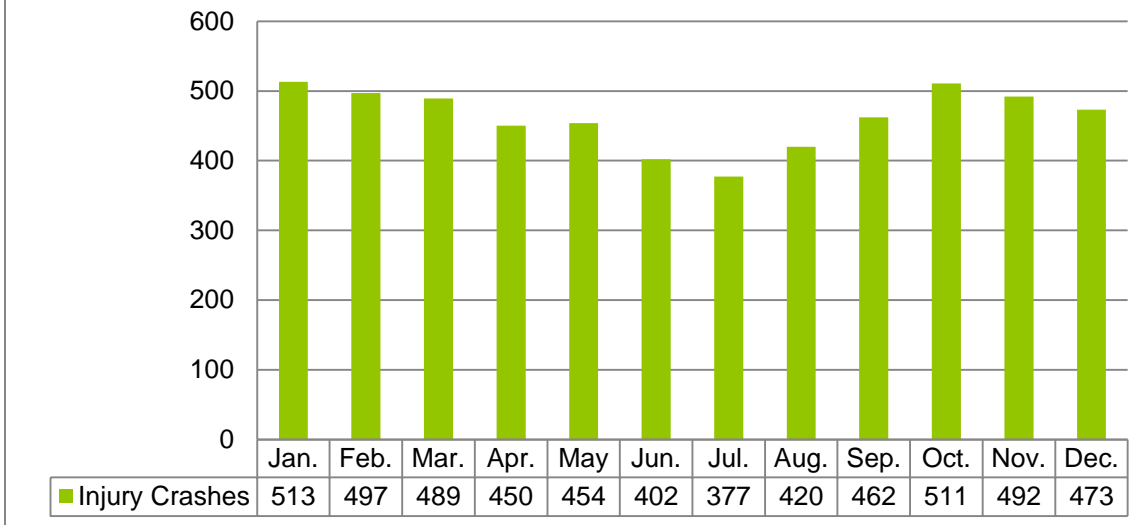


Figure 68: Pedestrian Injury Crashes by Month Years 2011-2013

Pedestrian injury crashes by month for the three-year period of 2011 through 2013 indicate January is the month with most of these crashes with 513, or a 9%. It is closely followed by October with 511 crashes and February with 497. The month reporting the least amount of pedestrian injury crashes is July with 377, comprising 7% of total.

Pedestrian Injury Crashes by Day of Week Years 2011-2013

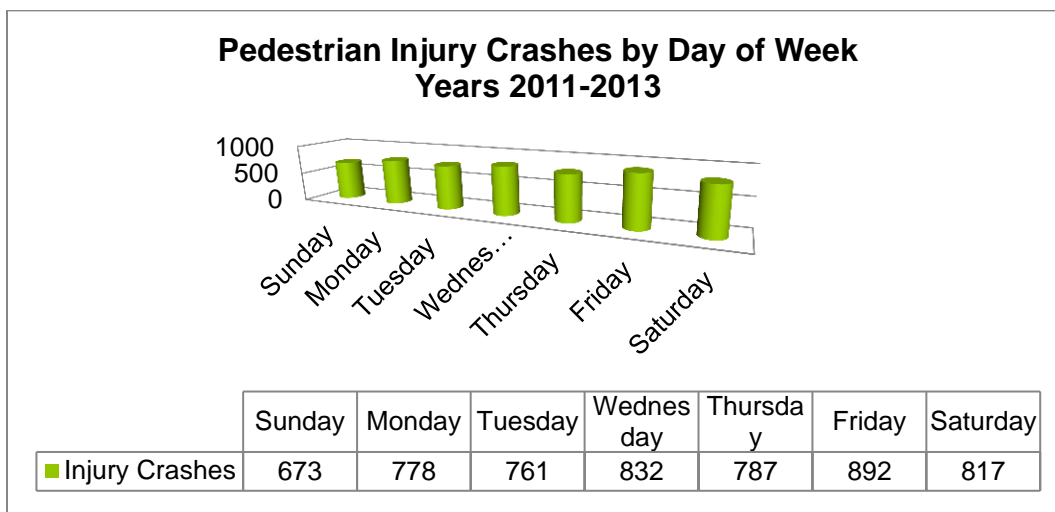


Figure 69: Pedestrian Injury Crashes by Day of Week Years 2011-2013

Pedestrian injury crashes by day of week for the three-year period of 2011 through 2013 indicate most of these took place on a Friday reporting a total of 892 injury crashes, or a 16%. Second highest is Wednesday with 832, or 15%. The day reporting the least pedestrian injury crashes is Sunday with a total of 673, or 12%. Weekend days (Friday, Saturday and Sunday) comprise 43% of total pedestrian injury crashes.

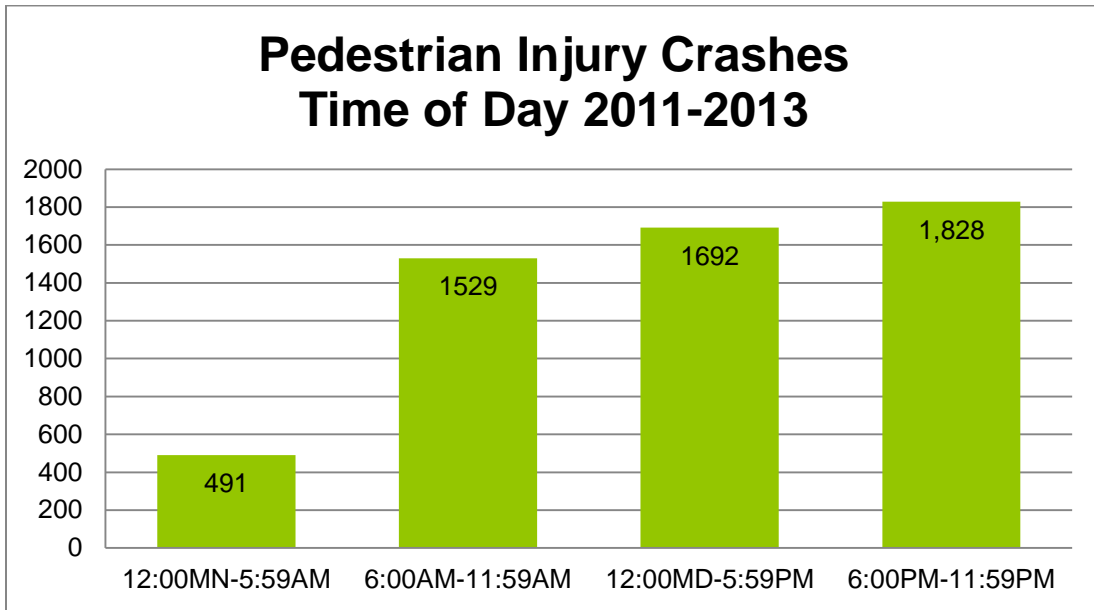


Figure 70: Pedestrian Injury Crashes Time of Day 2011-2013

Pedestrian injury crashes by time of day for the three-year period of 2011 through 2013 demonstrate hours between 6:00pm to 11:59pm reported most of these crashes with 1,828 for a 33%. Day time hours between 6:00am and 5:59 pm reported a total 3,221; comprising 59% of total pedestrian injury crashes.

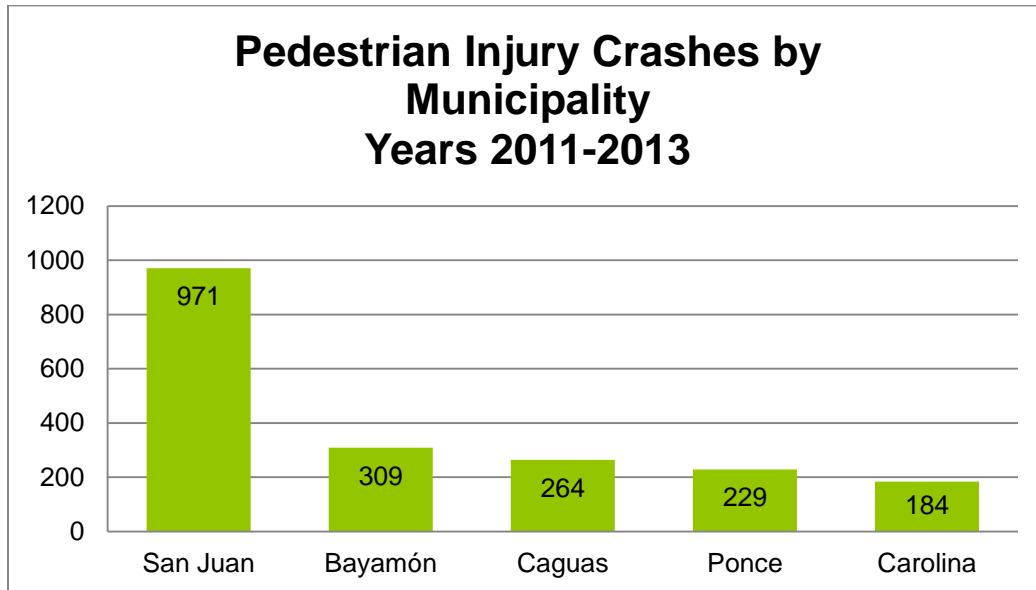


Figure 71: Pedestrian Injury Crashes by Municipality Years 2011-2013

Most pedestrian injury crashes for the three-year period of 2011 through 2013 took place in the municipalities of San Juan, Bayamón, Caguas, Ponce and Carolina. Crashes in these five municipalities comprised 35% of total. San Juan was the municipality with most of these crashes, comprising 18% of the 5,540 total pedestrian injury crashes.

Cyclist - Fatalities

Data of cyclist fatalities provided by FARS for the 2011-2013 period illustrates that cyclist fatalities accounted for 3% of total traffic fatalities. They also accounted for 11% of total non-occupant fatalities. However, year 2013 shows a reduction of cyclist fatalities of 31%, when compared to 2012.



Figure 72: Pedestrian Fatalities Years 2008-2012

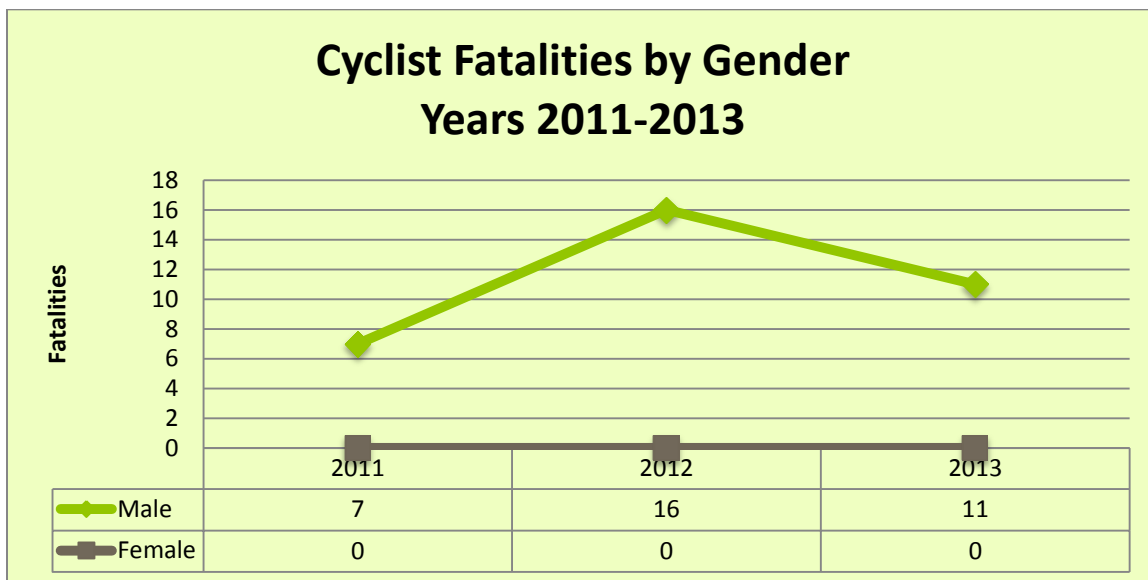


Figure 73: Cyclist Fatalities by Gender Years 2011-2013

Cyclist fatalities by gender for period of 2011 through 2013 established that 77% of total fatalities were male.

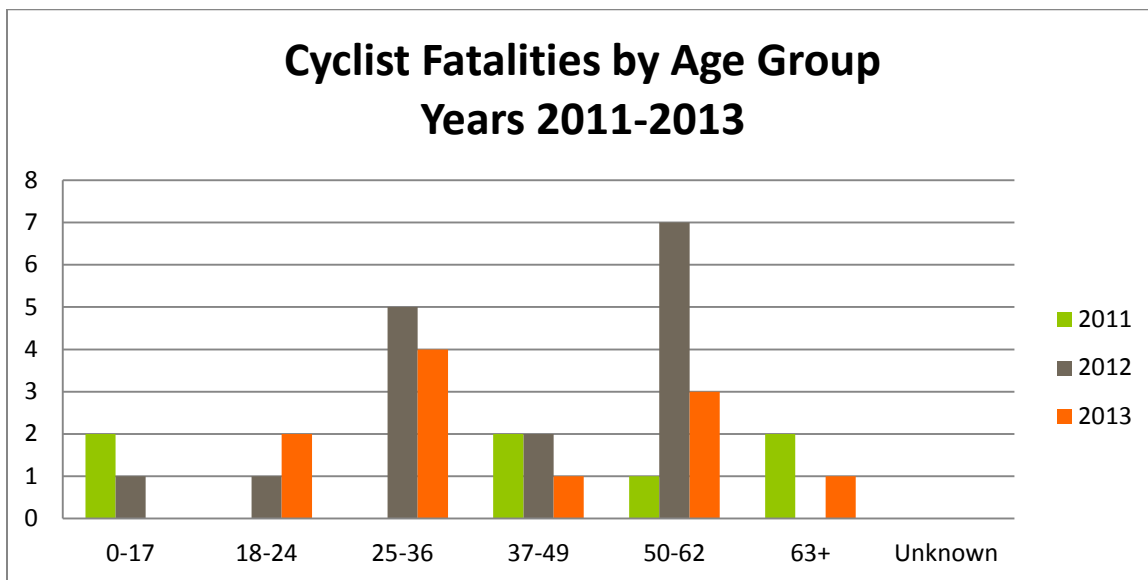


Figure 74: Cyclist Fatalities by Age Group Years 2011-2013

Age Group	2011	2012	2013	Total
0-17	2	1	0	3
18-24	0	1	2	3
25-36	0	5	4	9
37-49	2	2	1	5
50-62	1	7	3	11
63+	2	0	1	3
Unknown	0	0	0	0
Total	7	16	11	34

Figure 75: Cyclist Fatalities by Age Group Years 2011-2013

Cyclist fatalities by age group for this three-year period reported cyclists between the ages of 50-62 at highest risk of a fatal crash, reporting 11 fatalities for a 32% of total. Of these, 7 were reported during year 2012. It is followed by the 26-36 years age group with 9 fatalities, or 26%, and the 37-49 years age group with 15%. The age groups of 0-17, 18-24, and 63+ reported 3 fatalities each, this places them at a lower risk. The cyclist with most years of age was 74.

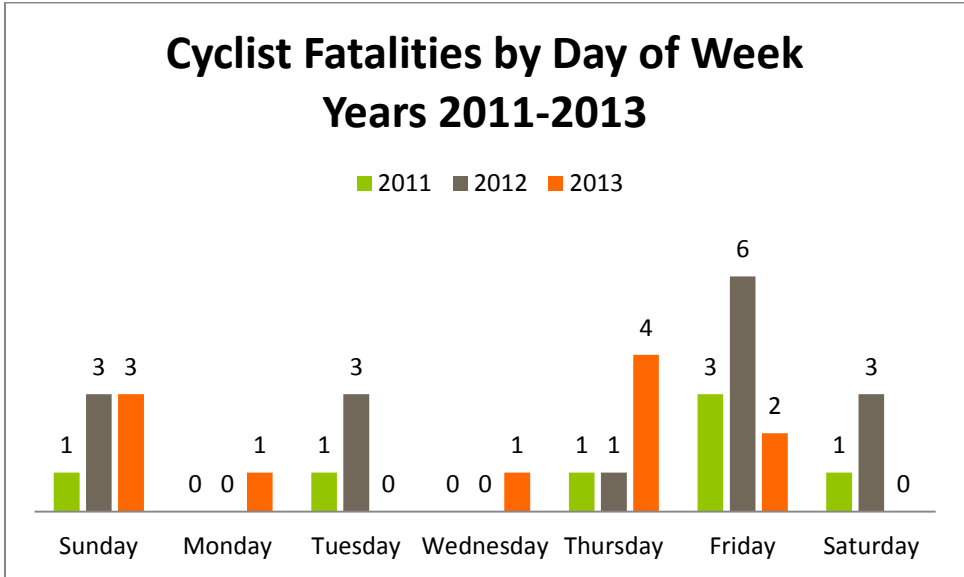


Figure 76: Cyclist Fatalities by Day of Week Years 2011-2013

Day of the Week	2011	2012	2013	Total
Sunday	1	3	3	7
Monday	0	0	1	1
Tuesday	1	3	0	4
Wednesday	1	0	1	2
Thursday	0	1	4	5
Friday	3	6	2	11
Saturday	1	3	0	4
Total	7	16	11	34

Figure 77: Cyclist Fatalities Day of the Week Distribution Chart Years 2011-2013

Cyclist fatalities by day of week during the period of 2011 through 2013 reported the highest amount of cyclist fatalities on Friday with 11 of the total of 34, accounting for 32% of total. The day with the least amount is Monday with 1 fatality.

During weekend days of Thursday through Sunday, 27 fatalities were reported. These accounted for 79% of total fatalities reported during this three-year period. The remaining 21% of fatalities occurred between Monday and Wednesday.

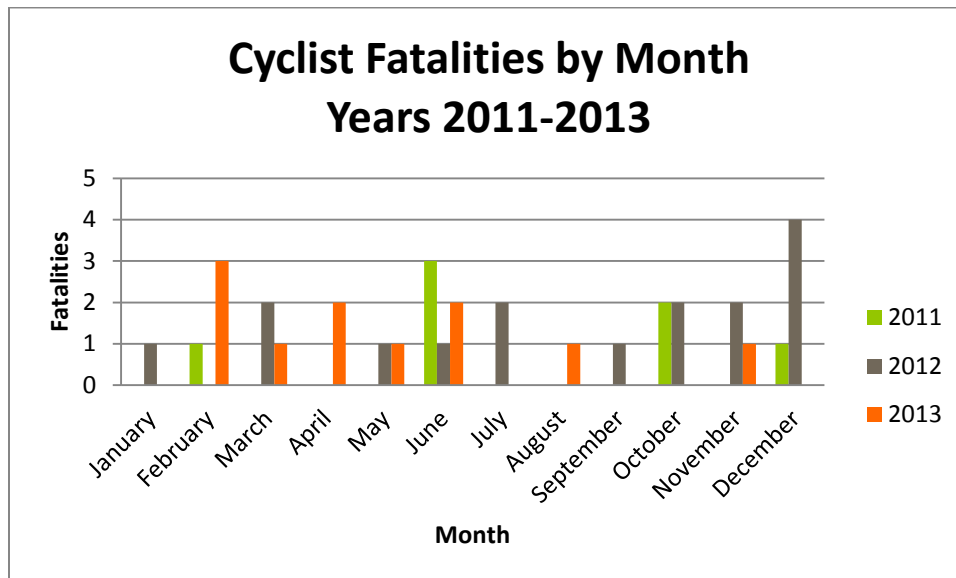


Figure 78 Cyclist Fatalities by Month Years 2011-2013

Month	2011	2012	2013	Total
January	0	1	0	1
February	1	0	3	4
March	0	2	1	3
April	0	0	2	2
May	0	1	1	2
June	3	1	2	6
July	0	2	0	2
August	0	0	1	1
September	0	1	0	1
October	2	2	0	4
November	0	2	1	3
December	1	4	0	5
Total	7	16	11	34

Figure 79 Cyclist Fatalities by Month Distribution Chart Years 2011-2013

Cyclist fatalities by month during the the period of 2011 through 2013 identified June as the month with the highest number of cyclist fatalities reporting 6, or 18% of total. The months with the highest number of reported fatalities are during the school recess periods, summer vacations, as well as in Christmas time.

January, August, and September reported 1 fatality each, which makes them the months with the least amount of fatalities during the 2011-2013 period.

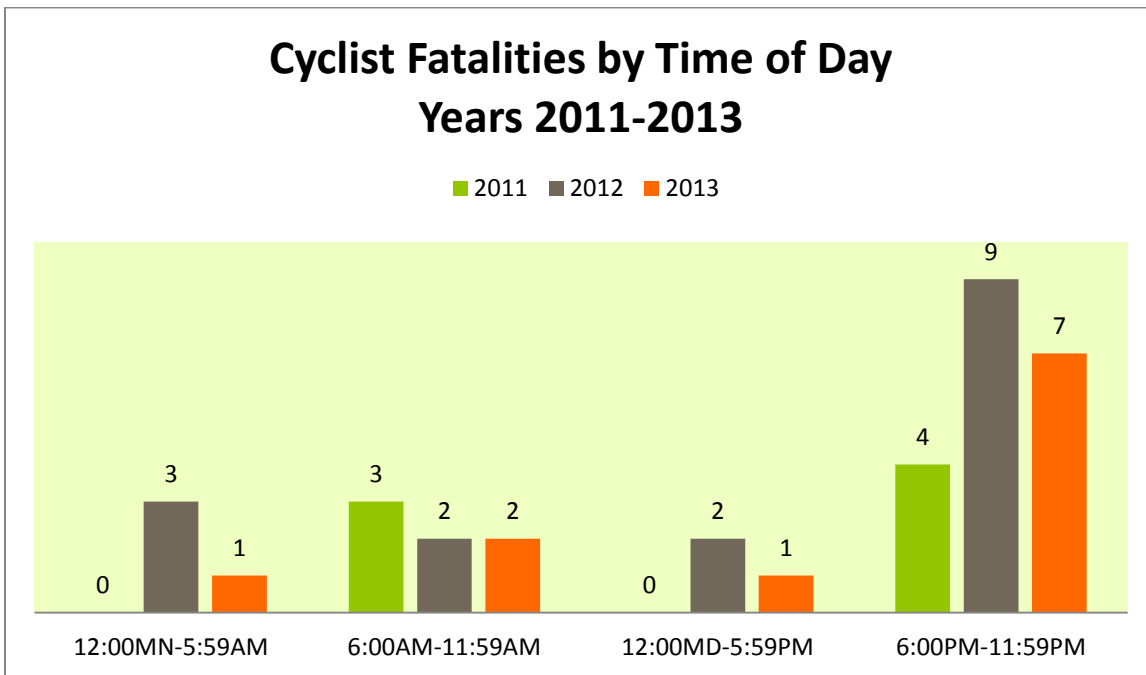


Figure 80: Cyclist Fatalities by Group Hour Years 2011-2013

Cyclist fatalities by time of day for the period of 2011 through 2013 illustrate nighttime hours between 6:00pm and 11:59pm with most fatalities with a total of 20, comprising a 59%. Time period with second highest number of fatalities is early morning hours between 6:00am and 11:59am with 7 in total.

Cyclist Fatalities By Municipality Years 2011-2013		
Ranking	Municipality	Total Fatalities
1	San Juan	4
2	Caguas	3
3	Aguadilla	2
4	Gurabo	2
5	Añasco	1

Figure 81: Cyclist Fatalities By Municipalities Years 2011-2013

Cyclist fatalities by municipality during the period of 2011 through 2013 identified the municipalities of San Juan, Caguas, Aguadilla, Gurabo, and Añasco as the ones with the highest number of reported cyclist fatalities.

Cyclist -Injury Crashes

According to data provided by CARE system for 2011, 2012 and 2013 periods, there were a total of 137 injury crashes involving cyclists.

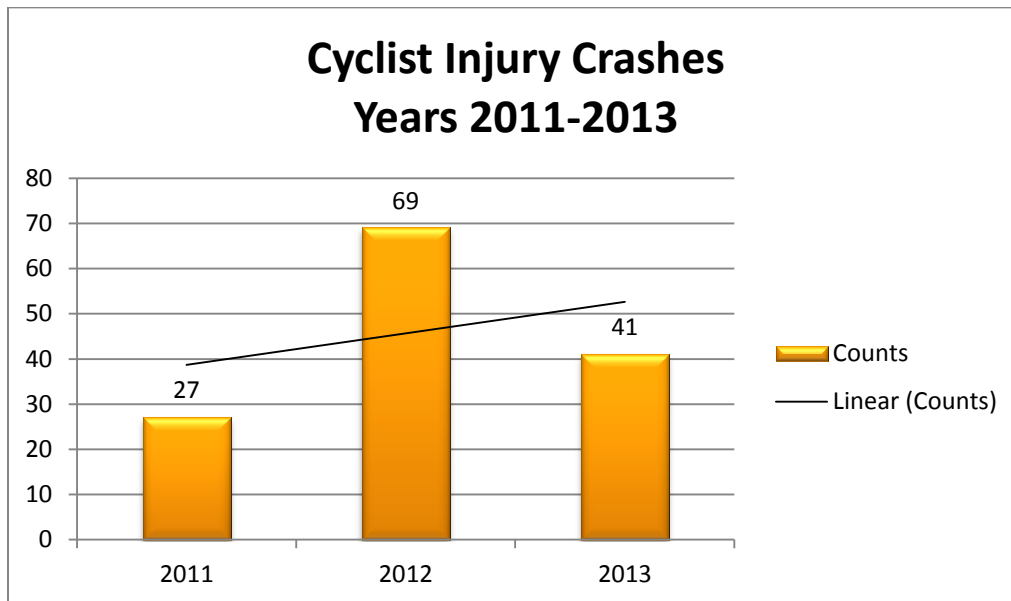


Figure 82: Cyclist Injury Crashes Years 2011-2013

Cyclist injury crashes during 2011 through 2013 illustrates most crashes were reported on 2012, this year comprises half of total with a 50%. However, 2013 reported a reduction of 41% when compared to 2012. Still, 2011 is the year with the least cyclist injury crashes with a total of 27, comprising 20% of total.

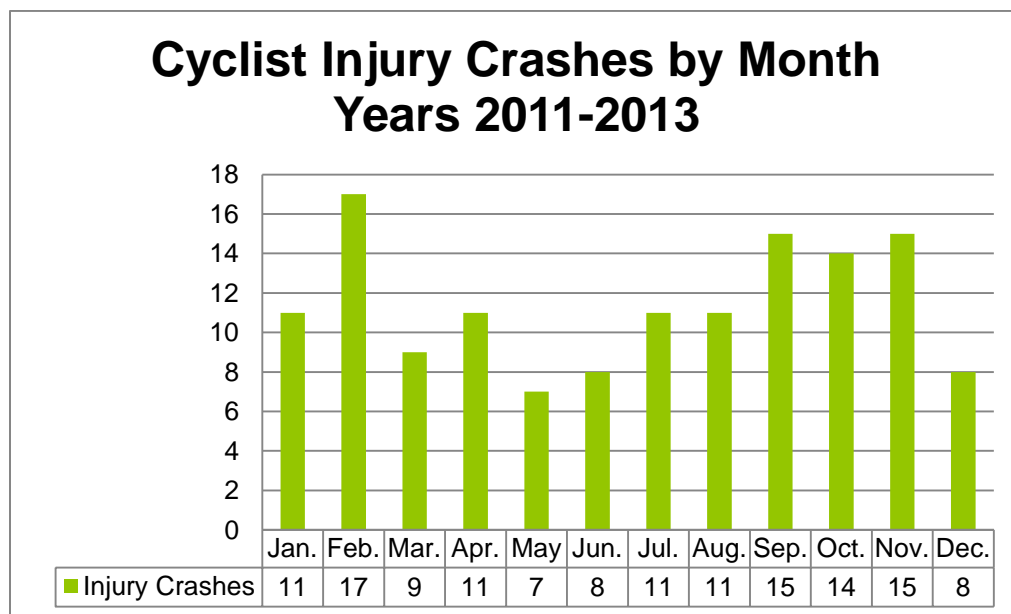


Figure 83: Cyclist Injury Crashes by Month Years 2011-2013

Cyclist injury crashes by month during 2011 through 2013 identifies February as the month with the most cyclist injury crashes, reporting 17 for a 12% of total. The month of May has the least, reporting 7 crashes or a 5% percent of total. April, July and August reported the same amount of 11 crashes, for an 8% percent each.

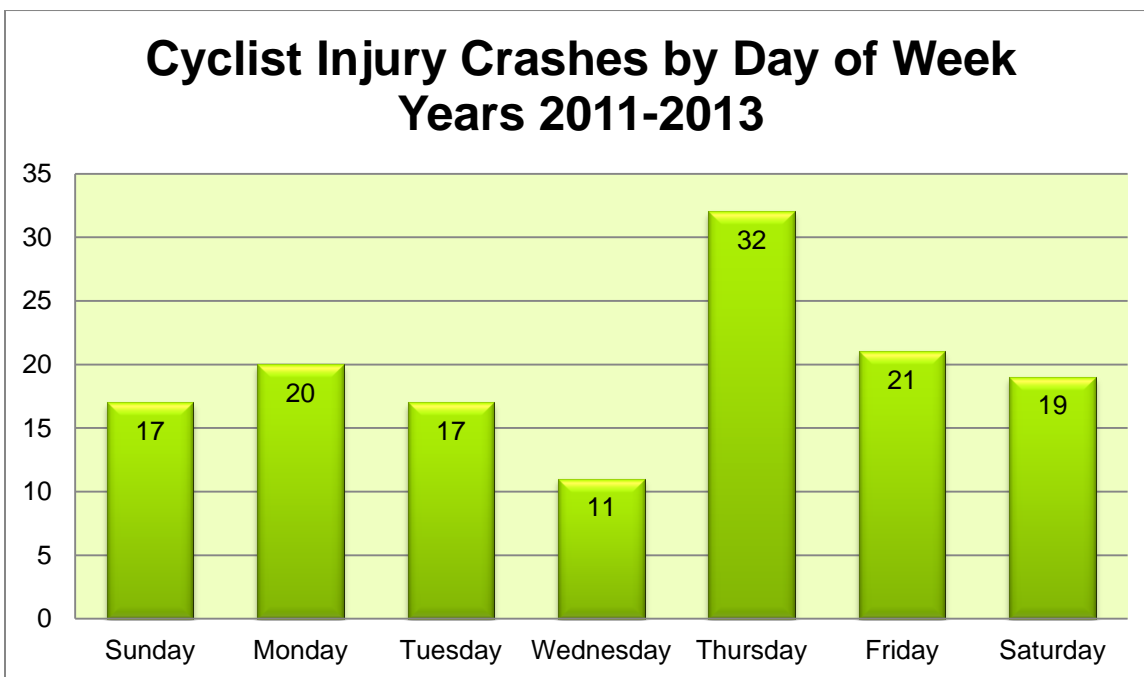


Figure 84: Cyclist Injury Crashes by Day of Week Years 2011-2013

Cyclist injury crashes by day of week during 2011 through 2013 illustrates how most of these crashes took place on Thursday with a total of 32 for a 23%, while Wednesday reported the least with a total of 11 for an 8%. Weekend days, Friday through Sunday, altogether comprised 42% of crashes.

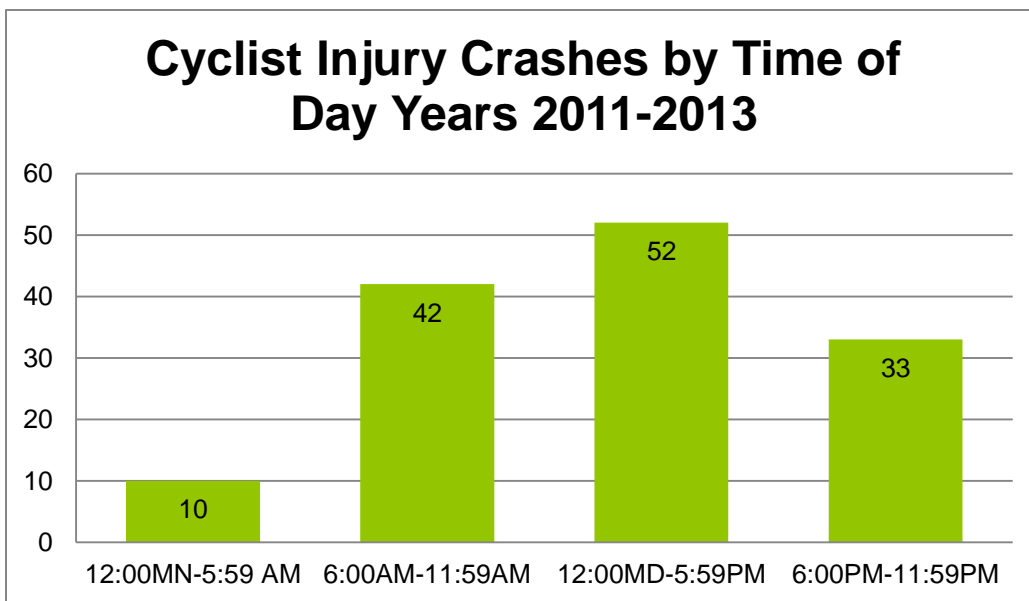


Figure 85: Cyclist Injury Crashes by Time of Day Years 2011-2013

Cyclist injury crashes by time of day during 2011 through 2013 illustrate most crashes taking place between the hours of 12:00md and 5:59pm, with a total of 52 for a 37%. Day time hours between 6:00am and 5:59pm comprised 69% of total crashes. Hours between midnight and 5:59am reported the least crashes, comprising just a 7% of total.

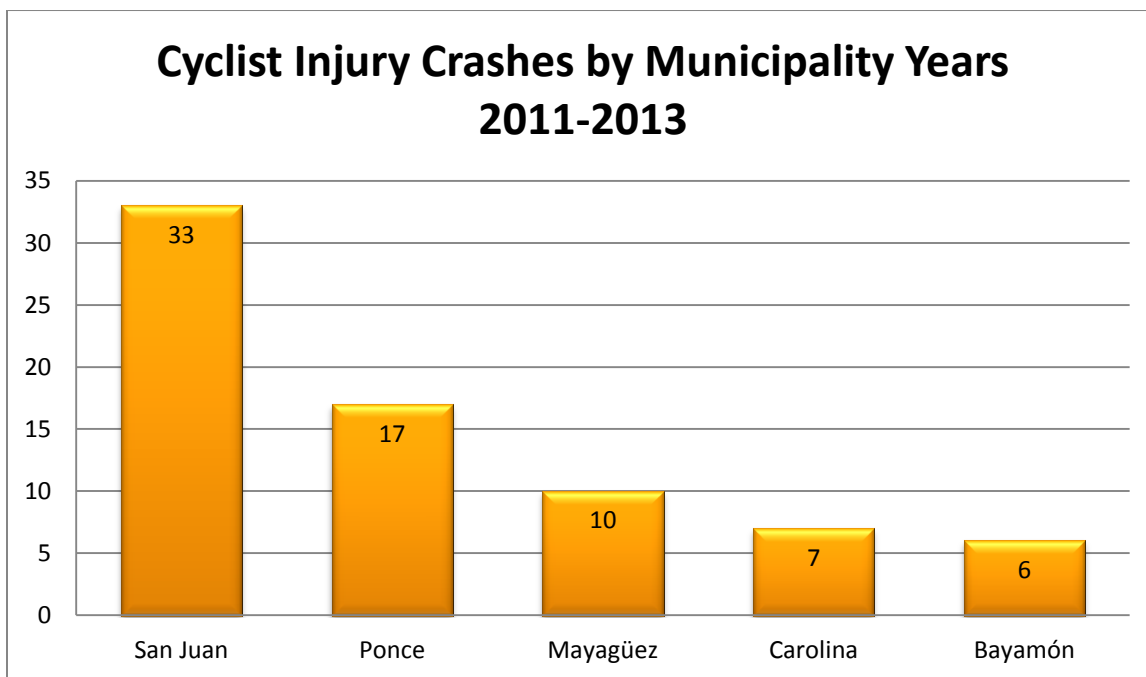


Figure 86: Cyclist Injury Crashes by Municipality Years 2011-2013

Cyclist injury crashes by municipality during 2011 through 2013 clearly illustrate the great majority of these crashes were reported in San Juan. This municipality comprised 24 of total, reporting 33 crashes. It is followed by Ponce, which reported a total of 177 crashes for a 12% of total. Municipalities of San Juan, Carolina and Bayamón belong to the great metropolitan area of Puerto Rico; altogether, these municipalities comprised 34% of total cyclist injury crashes.

APPENDIX

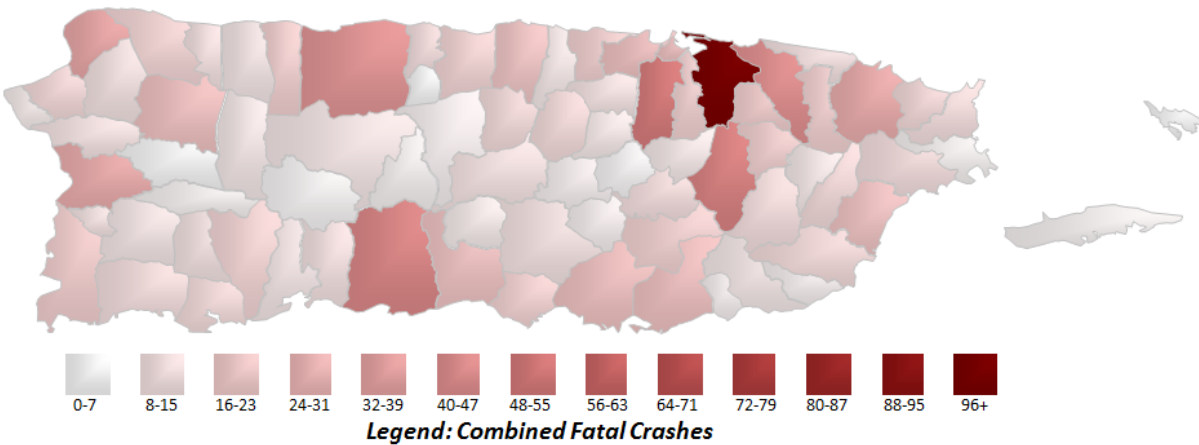
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GIS Heat Maps by Municipality

Combined FATAL Crashes

Distribution by Municipality

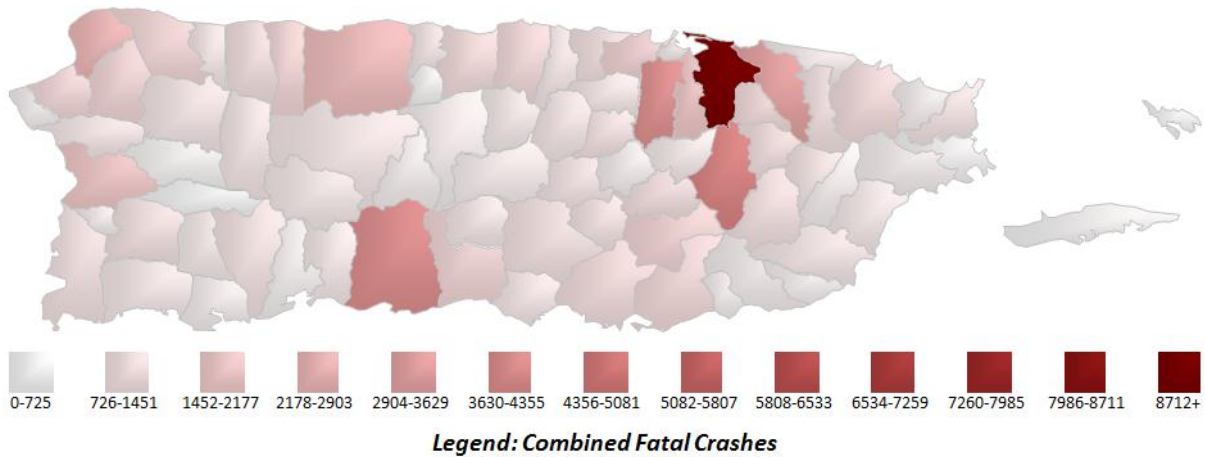
2011, 2012 & 2013



Combined INJURY Crashes

Distribution by Municipality

2011, 2012 & 2013





U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

Region 2
New Jersey, Pennsylvania,
New York, Puerto Rico, Virgin Islands

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Suite 210
White Plains, New York 10601
TEL: 914.682.6162
FAX: 914.682.6239

August 27, 2015

The Honorable Alejandro Garcia Padilla
Governor of Puerto Rico
La Fortaleza
San Juan, Puerto Rico 00901-0082

Dear Governor Garcia Padilla:

We have reviewed Puerto Rico's fiscal year 2016 Highway Safety Plan as received on July 1, 2015. Based on this submission, we find the Commonwealth's Highway Safety Plan to be in compliance with the requirements of 23 CFR Part 1200.

The National Highway Traffic Safety Administration is placing conditions on the approval of the Puerto Rico FY 2016 highway safety program to ensure federal funds are used effectively and efficiently. Details regarding these conditions and/or funding restrictions will be provided to your Representative for Highway Safety, Department of Transportation, Secretary Miguel A. Torres.

We congratulate Puerto Rico on its accomplishments in advancing our traffic safety mission; however, there is more work to do. As stewards of public funds, it is critical that we continue to fulfill our shared responsibility of using these limited safety dollars in the most effective and efficient manner. To that end, I pledge our continued support to you and the Puerto Rico Traffic Safety Commission and look forward to achieving our mutual goals of reduced fatalities, injuries, and crashes on the Commonwealth's roads.

If you would like any additional information on Puerto Rico's Highway Safety Plan review please feel free to contact me at 914.682.6162.

Sincerely,

Michael N. Geraci
Regional Administrator

bcc: Miguel A. Torres, Puerto Rico DOT&PW
James Christian, Division Administrator, FHWA
Enid Martinez, State Director, FMCSA
Maggi Gunnels, Associate Administrator, NHTSA, ROPD (Sharepoint)
José A. Delgado, Executive Director, PRTSC

File/Puerto Rico HSP Binder



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

Region 2
New Jersey, Pennsylvania,
New York, Puerto Rico, Virgin Islands

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White Plains, New York 10601
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August 27, 2015

Miguel A. Torres, Secretary
Dept. of Transportation & Public Works
Office of the Secretary
P.O.B. 41269, Minillas Station
San Juan, PR 00940-2007

Dear Secretary Torres:

We have reviewed the Puerto Rico fiscal year 2016 Highway Safety Plan (HSP). Based on the July 1, 2015 original submission and subsequent revisions, the Puerto Rico HSP meets the requirements of 23 CFR Part 1200 and is hereby approved.

However, the National Highway Traffic Safety Administration (NHTSA) is placing the following conditions on our approval of the Puerto Rico FY 2016 highway safety program to ensure federal funds are used effectively and efficiently:

- NHTSA will continue to review and approve FY16 projects and will not reimburse any costs incurred prior to project approval. This review ensures that each proposal includes appropriate problem identification, measurable goals and objectives, effective countermeasures, and a reasonable, justifiable and allocable budget. We will also continue to review source documentation for all vouchers submitted. Please allow a minimum of ten (10) working days for each project or voucher review to be completed.
- Approval of the HSP does not constitute approval of equipment purchases; please provide a written request along with adequate justification for all purchases exceeding the per-unit threshold of \$5,000.
- In conjunction with conditions outlined above, the regional office will continue to monitor and track the Corrective Action Plan that was developed as a result of the high risk designation along with the Finding and Recommendations made in the most recent Management Review report.

These conditions will remain in effect throughout FY 2016 or until you are notified in writing that they have been removed.

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 NHTSA Administrator at the commencement of the fiscal year identified above. However, federal funds reprogrammed from the prior-year HSP (carry-forward funds) will be available for immediate use by the State on October 1, 2015. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or the electronic equivalent) and an updated project list, consistent with the requirement of 23 CFR §1200.15(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

We congratulate Puerto Rico on its accomplishments in advancing our traffic safety mission; however, there is more work to do. As stewards of public funds, it is critical that we continue to fulfill our shared responsibility of using these limited safety dollars in the most effective and efficient manner. To that end, I pledge our continued support to you and the Puerto Rico Traffic Safety Commission and look forward to achieving our mutual goals of reduced fatalities, injuries, and crashes on the Commonwealth's roads.

If you would like any additional information on Puerto Rico's Highway Safety Plan review please feel free to contact me at 914.682.6162.

Sincerely,



Michael N. Geraci
Regional Administrator

cc: José A. Delgado, Executive Director, PRTSC
James Christian, Division Administrator, FHWA
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Maggi Gunnels, Associate Administrator, NHTSA, ROPD

File/Puerto Rico HSP Binder