



TRAFFIC SAFETY
COMMISSION

GOVERNMENT OF PUERTO RICO

ANNUAL GRANT APPLICATION FFY 2026

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Governor of Puerto Rico

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Secretary of the Department of
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Program Area: Impaired Driving

Updates to Triennial Highway Safety Plan (3HSP) by Program

Countermeasure Strategy for Programming Funds

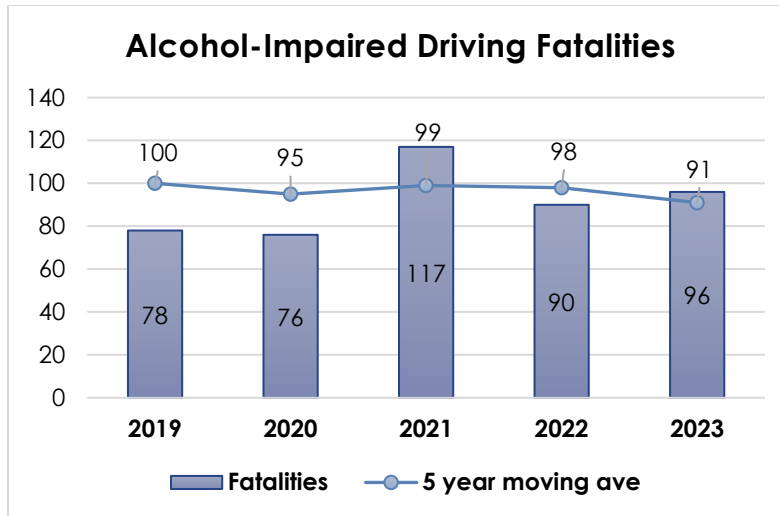
Puerto Rico developed eight comprehensive countermeasure strategies for the Impaired Driving Program area in the FFY 2024-2026 Triennial HSP. These well-thought-out strategies effectively address the issues identified in the problem identification process and guide the implementation of targeted projects.

- **Strategy ID-1:** Alcohol Screening for Prosecutorial Evidence
- **Strategy ID-2:** Prosecution and Adjudication of DWI Offenders
- **Strategy ID-3:** Enforcement of Impaired Driving Laws
- **Strategy ID-4:** Victims Impact Panel for DWI Offenders
- **Strategy ID-5:** DWI Offender Treatment, Monitoring, Control
- **Strategy ID-6:** Drugged Driving
- **Strategy ID-7:** Promoting Alcohol Retailing Practices – *This strategy was eliminated in FFY 2025*
- **Strategy ID-8:** Highway Safety Office Program Management (ID)

Performance Measure and Target

One performance measure was established for the Impaired Driving Program. Below is the performance target for the measure and an evaluation of the progress made toward achieving this target:

Performance Measure	C-5 Alcohol-Impaired Driving Fatalities (FARS)
Performance Target	Reduce alcohol-impaired driving fatalities by 3.5% from 98.6 (2017-2021 RA) to 95.1 (2022-2026 RA) by 2026.
Assessment of Progress	The five-year rolling average for alcohol-impaired driving fatalities has shown a consistent, though modest, downward trend between 2021 and 2023, moving from 99 to 91. This indicates that efforts to reduce alcohol-related fatalities are yielding results. With a performance target of 95.1 set for 2026, the most recent five-year average of 91 (as of 2023) demonstrates that Puerto Rico is not only on track to meet the target but is currently exceeding it. Continued focus on evidence-based countermeasures and enforcement strategies will be essential to sustain and build upon this progress.



Problem Identification Related to Targets That Are Not on Track to Be Met

After analyzing the 2023 traffic data, alcohol impaired driving fatalities showed a 6.6% increase when compared to 2022. Recent analyses were conducted using the FARS data with the following findings:

- Gender data analyses for impaired driving fatalities for year 2023 shows an average of 87% of male fatalities and 13% female fatalities.
- Analysis by age group for year 2023 shows that 60% of impaired driving fatalities were in age group 25-49, 9% in age groups 50+, and 19% in age group 16-24. Older drivers 63+ years old and older reported 12 % of total impaired driving fatalities.
- On year 2023, 74% of alcohol impaired driving fatalities occurred at nighttime from 6:01PM to 6:00 AM.
- 63% were drivers and 37% motorcyclists.
 - 92% had a BAC of .08%+.
- 86% of impaired drivers who died were unrestrained.
- 30% of impaired motorcycle riders killed were un-helmeted.
- 64% alcohol impaired driving fatalities also presented a speeding factor.

In addition, a comparative analysis of drug impaired driving and alcohol impaired driving 2023 fatalities was conducted with the following highlights:

- Both drug-impaired driving and alcohol-impaired driving fatalities show a similar trend with a higher incidence during the evening hours, particularly between 6:01 PM and 12:00 AM. During this time frame, 39% of fatalities involved alcohol, while 41% involved drugs. In the early morning hours, however, drug-impaired driving fatalities were more prominent, accounting for 41% compared to 37% for alcohol fatalities.
- Alcohol impaired driving fatalities are significantly higher on weekends (73% combined for Friday and Saturday) compared to drug impaired driving fatalities (50% combined for Friday and Saturday). Drug impaired driving fatalities are more evenly distributed throughout the week.
- In 2023, 30% of motorcycle fatalities involved riders who were not wearing a helmet. However, when focusing specifically on drug-impaired motorcycle fatalities, most of the riders were wearing helmets at the time of the crash. This contrast highlights that while drug-impaired riders may still adhere to some safety measures, such as

helmet use, overall adherence to safety practices tends to be significantly lower among alcohol-impaired drivers.

- Both alcohol impaired driving and drug impaired driving fatalities exhibit a high incidence of speeding, but the proportion is slightly higher for alcohol impaired driving cases (60% compared to 50% for drugs).
- Both drug impaired driving and alcohol impaired driving fatalities are heavily represented in the 25-36 age group, but alcohol impaired driving fatalities also show a significant number in the 37-49 age group. This suggests that while both age groups are at higher risk, alcohol impaired driving fatalities have a broader age range.
- Drug impaired driving fatalities show a wide variety of substances, but 50% have a BAC of .08% or higher, which may suggest that drivers under the influence of drugs were also significantly intoxicated with alcohol.

Adjustments to Countermeasure Strategies for Programming Funds

The following adjustments will be made to selected strategies in Puerto Rico's FFY 2024-2026 Triennial HSP to support reductions in impaired driving fatalities in motor vehicle crashes. Additionally, one strategy was eliminated because it could not be developed as planned.

- **Strategy ID-2: Prosecution and Adjudication of DWI Offenders - Adjustment**
 - To address this issue, the Project DWI Prosecution Enhancement and the Traffic Safety Resource Prosecutor (TSRP), in collaboration with the PRTSC, will coordinate and conduct specialized workshops for police officers. These workshops will focus on developing effective communication strategies with the media during ongoing crash investigations, ensuring that information is provided in a responsible manner without making conclusive statements or causing additional distress to victims or survivors.
 - Furthermore, in anticipation of the approval and implementation of a toxicology laboratory for testing living individuals at the Puerto Rico Institute of Forensic Sciences, it is essential that both prosecutors and law enforcement officers receive initial and ongoing training in the proper administration of the Standardized Field Sobriety Test (SFST). This capacity-building effort will strengthen the integrity and effectiveness of impaired driving investigations across the island.
- **ID-3: Enforcement and Equipment of Impaired Driving Laws- Adjustment**
 - At the beginning of 2025, improved communication was established with the Puerto Rico Police Department, resulting in increased officer participation in mobilizations and a greater impact on the island's roadways. Although roadblocks are not currently being conducted, saturation patrols are being implemented during key alcohol mobilization dates to target impaired drivers
- **Strategy ID-5: DWI Offender Treatment, Monitoring, Control – Adjustment**
 - The program under this strategy will be reinstated in FFY 2026 after a temporary suspension in FFY 2024 and FFY 2025 due to administrative and budget constraints. The strategy focuses on reducing recidivism among DWI offenders through evidence-based treatment, monitoring, and intervention.
- **Strategy ID-6: Drugged Driving - Adjustment**
 - Initial efforts were made in coordination with the Puerto Rico Institute of Forensic Sciences. As a result, the implementation of the drug testing laboratory is planned for FFY 2026.

Changes to Performance Plan

No new performance measures have been added in the Impaired Driving Program.

Project and Subrecipient Information

Project Name	Impaired Driving Overtime Enforcement										
Project Description	<p>The Puerto Rico Police Department (PRPD) will continue to carry out short-term, high-visibility enforcement mobilizations focused on alcohol-impaired driving, particularly during times of increased alcohol consumption. A total of five (5) mobilizations is scheduled. At present, these efforts are limited to addressing alcohol-related offenses, primarily due to the lack of adequate resources for detecting and analyzing drug-impaired drivers.</p> <p>Nevertheless, significant progress has been made toward establishing a toxicology laboratory at the Puerto Rico Institute of Forensic Sciences that will enable the testing of living individuals for drug use. With the laboratory expected to become operational soon, the PRPD is preparing to expand its enforcement efforts to include drug-impaired driving. Planning and coordination are already underway to support this transition, including the development of training programs and interagency collaboration.</p> <p>Funding will cover various associated costs such as officer overtime, fringe benefits, purchase of specialized tools, training initiatives, overtime hours, equipment servicing and repairs, and other operational needs.</p> <table border="1"> <thead> <tr> <th colspan="2">IMPAIRED DRIVING MOBILIZATIONS FFY 2026</th></tr> <tr> <th>DATES</th><th>DESCRIPTION</th></tr> </thead> <tbody> <tr> <td>Thanksgiving Crackdown November 21st @ 1st December, 2025</td><td>Thanksgiving represents the beginning of a period of high social and festive activity on the island, characterized by multiple events and celebrations.</td></tr> <tr> <td>Winter Holidays Crackdown December 19th, 2025 @ January 7th, 2026</td><td>This period includes the holiday season, which in Puerto Rico lasts until January due to the celebration of Three Kings Day and the San Sebastián Street Festival, and is known for an increase in alcohol consumption associated with the festivities.</td></tr> <tr> <td>Easter Crackdown April 1st @ April 6th, 2026</td><td>Easter festivities/Spring Break-School, colleges, agencies close during the week, and a high consumption of alcohol is observed although some religious traditions are still practice.</td></tr> </tbody> </table>	IMPAIRED DRIVING MOBILIZATIONS FFY 2026		DATES	DESCRIPTION	Thanksgiving Crackdown November 21 st @ 1 st December, 2025	Thanksgiving represents the beginning of a period of high social and festive activity on the island, characterized by multiple events and celebrations.	Winter Holidays Crackdown December 19 th , 2025 @ January 7 th , 2026	This period includes the holiday season, which in Puerto Rico lasts until January due to the celebration of Three Kings Day and the San Sebastián Street Festival, and is known for an increase in alcohol consumption associated with the festivities.	Easter Crackdown April 1 st @ April 6 th , 2026	Easter festivities/Spring Break-School, colleges, agencies close during the week, and a high consumption of alcohol is observed although some religious traditions are still practice.
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	Summer Crackdown June 26 th @ July 6 th , 2026	July is considered the high point of summer and a synonym for vacations. During the hot days most people hit the beaches, rivers and recreational centers. There is a tendency to increase alcohol consumption during the long days and nights.
	Labor Day Crackdown August 28 th @ 7 th September 2026	August is back to school and routine. Hurricane season is at its peak during August and September and people tend to consume alcohol to cope with stress. In addition, Labor Day weekend is the last summer holiday and celebrations with alcohol are always presents.
Performed Location	Island-wide	
Federal funding source (s)	BIL 405d Impaired Driving High	
Project Agreement Number	26-01-01	
Subrecipient(s)	Traffic Bureau, Puerto Rico Police Department	
Organization type	State Agency, Law Enforcement	
Amount of Federal Funds	\$500,000.00	
Eligible Use of Funds		GTS Code
	405d High HVE	M4HVE
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	ID-3: Enforcement and Equipment of Impaired Driving Laws	
Project Name	Impaired Driving Overtime Enforcement	
Project Description	Four short-term, high-visibility enforcement efforts targeting alcohol-impaired driving will be carried out in collaboration with Municipal Police departments across Puerto Rico. These	



	coordinated efforts will include participation in four (4) mobilizations specifically focused on addressing alcohol-impaired driving.															
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Performed Location	Municipalities throughout the Commonwealth															
Federal funding source (s)	BIL 154 Transfer Funds BIL 164 Transfer Funds															
Project Agreement Number	26-01-XX															
Subrecipient(s)	Municipalities															
Organization type	Municipal Polices, Local Law Enforcement															
Amount of Federal Funds	\$350,000.00															
Eligible Use of Funds	<table><tr><td></td><td>GTS Code</td></tr><tr><td>Alcohol Enforcement</td><td>ENF_AL</td></tr></table>		GTS Code	Alcohol Enforcement	ENF_AL											
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Alcohol Enforcement	ENF_AL															
Planning and Administration	No															
Whether the project is a promised project	No															
The countermeasure strategy or strategies for programming funds	ID-3: Enforcement and Equipment of Impaired Driving Laws															



Project Name	Impaired Driving Prosecution Enhancement
Project Description	<p>The Project DWI Prosecution Enhancement continues to be a critical component of Puerto Rico's comprehensive impaired driving countermeasure strategy, aligned with Guideline 8 of NHTSA's Uniform Guidelines for State Highway Safety Programs. This evidence-based approach directly supports the prosecution and adjudication of DWI offenders, which has proven essential in meeting key performance targets and increasing the rate of guilty pleas in courts across the jurisdiction.</p> <p>For FFY 2026, the project will sustain its operations across all 13 judicial regions, with a focus on reinforcing those districts experiencing the highest volume of impaired driving cases. The administrative structure will ensure the uninterrupted and efficient operation of the specialized unit, including the provision of approximately 30,000 hours of prosecution services and the continued engagement of 10 auxiliary staff members.</p> <p>Additionally, the Traffic Safety Resource Prosecutor (TSRP) will maintain its role in delivering high-quality, specialized training sessions to prosecutors, state and municipal law enforcement officers, and other key stakeholders involved in highway safety and DWI enforcement efforts.</p> <p>The costs associated with this project include reimbursement for hours worked by 20 prosecutors conducting eligible highway traffic safety activities, a proportional share of fringe benefits, auxiliaries' salaries and fringe benefits, contractual services, office supplies, DWI highway traffic safety training, travel expenses, equipment, and other related costs. It is worth noting that state salaries have been adjusted to account for the cost of living.</p> <p>The continued implementation of this project under FFY 2026 will enhance the effectiveness of DWI prosecutions, support deterrence through consistent enforcement and accountability, and ultimately contribute to reducing alcohol- and drug-impaired driving incidents on Puerto Rico's roadways. This effort remains a cornerstone of the island's broader traffic safety strategy and exemplifies a data-driven, multidisciplinary model that aligns with federal highway safety priorities.</p>
Performed Location	Court Jurisdictions: Ponce, Caguas, San Juan, Carolina, Mayagüez, Aguadilla, Fajardo, Guayama, Aibonito, Bayamón, Arecibo, Utuado and Humacao
Federal funding source (s)	BIL 154 Transfer Funds BIL 164 Transfer Funds BIL 405d Impaired Driving High
Project Agreement Number	26-01-06
Subrecipient(s)	Puerto Rico Department of Justice
Organization type	State Agency



Amount of Federal Funds	\$2,100,000.00	
Eligible Use of Funds		
		GTS Code
	DUI Courts and Support	DUI_AL
	405d High Court Support	B4CS
Planning and Administration	No	
Whether the project is a promised project	Yes	
The countermeasure strategy or strategies for programming funds	ID-2: Prosecution and Adjudication of DWI Offenders	

Project Name	Program and Services Coordination Officer (Impaired Driving)
Project Description	<p>In alignment with NHTSA's Uniform Traffic Safety Program Guidelines, particularly those related to impaired driving prevention, enforcement, and program management, the Impaired Driving Program and Services Coordination Officers play a central role in overseeing the implementation and performance of Puerto Rico's Impaired Driving Program.</p> <p>The primary objective of this initiative is to reduce impaired driving-related fatalities and serious injuries by ensuring the strategic and efficient use of highway safety resources, continuously evaluating funded projects and program performance, and providing direct technical assistance to subrecipients and partner agencies. The program also leads island-wide efforts to raise public awareness about the dangers and legal consequences of driving while impaired, while facilitating coordination with law enforcement agencies and other key stakeholders.</p> <p>For FFY 2026, the program will continue leading and supporting prevention strategies through multi-sector collaborations involving law enforcement and a broad range of public and private organizations. These include the Department of Justice, the DWI Special Prosecution Project, the Mental Health and Anti-Addiction Services Administration (ASSMCA), Puerto Rico Police Department (PRPD, Municipal Polices, FIESTA Projects, Underage Drinking Prevention Initiatives, Mothers Against Drunk Driving (MADD), and the Alcohol Toxicology Laboratory. In collaboration with the Puerto Rico Courts Administration, the program will also conduct at least two judicial education sessions focused on alcohol- and drug-impaired driving, adjudication best practices, and the importance of consistent enforcement.</p> <p>Additionally, in FFY 2026, Puerto Rico will undergo an Impaired Driving Assessment in coordination with NHTSA. This external,</p>



	<p>expert-led evaluation will provide strategic recommendations to further improve the territory's impaired driving systems, policies, and countermeasures. The assessment will also help identify key strengths, gaps, and priorities, ensuring continuous alignment with federal performance metrics and national best practices.</p> <p>Core responsibilities under this program will include but are not limited to reviewing and evaluating over 50 Quarterly Project Reports, assessing and approving modifications to Detailed Plans and Budgets, coordinating and monitoring five high-visibility impaired driving mobilizations, and providing technical assistance to subgrantees and stakeholders. Program staff will also directly support the development and review of the Triennial Highway Safety Plan (3HSP), Annual Grant Application, Annual Report, grant management activities, and performance reporting.</p> <p>To enhance the operational capacity of law enforcement agencies in detecting and processing impaired drivers, the program contemplates the procurement of 80 new breath alcohol analyzers for use by PRPD and Municipal Police Departments. These new devices are critical to replacing outdated models, ensuring compliance with forensic and legal standards, and improving the accuracy and efficiency of breath testing throughout Puerto Rico. However, no purchases will be made prior to the submission and approval of the required AGA amendment(s) by NHTSA Region 2. This measure guarantees adherence to federal grant requirements and affirms the program's commitment to accountability and compliance.</p> <p>Through sustained investment in coordination, oversight, technological modernization, and interagency collaboration, the FFY 2026 Impaired Driving Program will strengthen Puerto Rico's capacity to combat impaired driving and improve overall traffic safety outcomes, fully aligned with federal goals.</p> <p>One of the emerging challenges is the legalization of medical cannabis. Therefore, it is proposed that for FFY 2026, a digital educational platform be developed to provide guidance to individuals obtaining a medical cannabis license. This platform will offer clear information about the legal responsibilities related to driving under the influence of cannabis. Although its medical use is legal, it does not exempt individuals from complying with traffic safety laws. Efforts will be made to ensure that participation in this virtual training becomes a mandatory requirement for all individuals applying for or renewing their medical cannabis license.</p> <p>This project's funding will cover salaries, fringe benefits, equipment, training, contractual services, out-of-state and local travel, and other related expenses.</p>
Performed Location	State Highway Safety Office
Federal funding source (s)	BIL 405d Impaired Driving High



Project Agreement Number	26-01-13		
Subrecipient(s)	Puerto Rico Traffic Safety Commission		
Organization type	State Agency		
Amount of Federal Funds	\$1,280,000.00		
Eligible Use of Funds		GTS Code	
	405d High ID Coordinator	M4IDC	
Planning and Administration	No		
Whether the project is a promised project	No		
The countermeasure strategy or strategies for programming funds	ID-8: Highway Safety Office Program Management - ID		

Project Name	Victims Impact Panel Program
Project Description	<p>Driving under the influence of alcohol or drugs is a serious crime that carries significant public safety risks and legal consequences. To address the behavioral change needed in repeat DUI offenders, Puerto Rico has adopted the Victim Impact Panel Program (VIPP) as part of a comprehensive sentencing strategy for individuals convicted of a second or subsequent DWI offense.</p> <p>The VIPP is grounded in Section 7.04 of Act 22-2000, which mandates court-ordered attendance and completion as part of sentencing. This measure aligns with NHTSA's Uniform Guidelines for Highway Safety Programs, particularly in promoting educational and restorative interventions to reduce DUI recidivism.</p> <p>The program offers a unique, emotionally resonant experience that complemented yet goes far beyond traditional court proceedings or DWI offender education programs. It provides offenders with an unfiltered, personal perspective through non-confrontational presentations by victims and survivors of impaired driving crashes. These individuals share their lived experiences of trauma, injury, emotional distress, economic hardship, and the long-term impact on family and community life.</p> <p>This personal testimony humanizes the consequences of impaired driving, fostering empathy and reflection in ways that formal punishment or lectures cannot. Research and best practices have shown that such emotionally charged interventions can significantly influence behavioral change and reduce the likelihood of repeat offenses.</p>



	As part of this proposal, the project includes funding for professional services, materials, supplies, speaker stipends, and logistical support needed to sustain regular panel operations. This investment is minimal when compared to the societal costs of impaired driving crashes and directly contributes to NHTSA's strategic goals of reducing recidivism and saving lives on the road.	
Performed Location	Regions: San Juan, Ponce, Mayagüez, Arecibo, Moca and Fajardo	
Federal funding source (s)	BIL 154 Transfer Funds BIL 164 Transfer Funds	
Project Agreement Number	26-01-67	
Subrecipient(s)	Puerto Rico Administration of Mental Health and Anti-Addiction Services	
Organization type	State Agency	
Amount of Federal Funds	\$60,000.00	
Eligible Use of Funds		GTS Code
	DUI Courts and Support	DUI_AL
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	ID-4: Victims Impact Panel for DWI Offenders	

Project Name	DUI Offenders Evidence-Based Treatment Program
Project Description	<p>This project is scheduled to resume in FFY 2026, following a temporary suspension due to administrative and budgetary constraints during FFY 2024 and FFY 2025. Building on the foundation established through its implementation in FFY 2023, the project will relaunch with an expanded scope to strengthen its effectiveness and community reach.</p> <p>The primary objective of the project is to reduce impaired driving recidivism by delivering evidence-based education, treatment, and intervention services to individuals convicted of Driving Under the Influence (DUI) offenses. The program is designed to address not only the behavior of DUI offenders but also the broader impact of alcohol misuse within their families and communities.</p> <p>In FFY 2026, the program will:</p>



	<ul style="list-style-type: none">• Expand access to services in underserved areas, ensuring equitable outreach and delivery of interventions.• Incorporate updated, research-driven strategies to promote sustained behavioral change among participants.• Provide comprehensive support services focused on reducing alcohol dependency, increasing awareness of impaired driving risks, and promoting long-term recovery.• Engage families in the prevention and rehabilitation process to create a stronger support system for participants.• Collaborate with local stakeholders including law enforcement, courts, and health services to reinforce community-based solutions to impaired driving. <p>By prioritizing preventive approach, the project aims to improve highway safety outcomes, reduce alcohol-related crashes, and contribute to the development of healthier, more resilient communities.</p>						
Performed Location	Regions: San Juan, Ponce, Mayagüez, Arecibo, Moca and Fajardo						
Federal funding source (s)	BIL 154 Transfer Funds BIL 164 Transfer Funds						
Project Agreement Number	26-01-82						
Subrecipient(s)	Puerto Rico Administration of Mental Health and Anti-Addiction Services						
Organization type	State Agency						
Amount of Federal Funds	\$150,000.00						
Eligible Use of Funds	<table><tr><td></td><td>GTS Code</td><td></td></tr><tr><td>DUI Courts and Support</td><td>DUI_AL</td><td></td></tr></table>		GTS Code		DUI Courts and Support	DUI_AL	
	GTS Code						
DUI Courts and Support	DUI_AL						
Planning and Administration	No						
Whether the project is a promised project	No						
The countermeasure strategy or strategies for programming funds	ID-5: DWI Offender Treatment, Monitoring and Control						

Project Name	Alcohol Toxicology Lab
Project Description	In accordance with NHTSA's Uniform Guidelines for Highway Safety Programs, Guideline #8, specifically Part III - Section B



	<p>(Enforcement) and Section D (Prosecution), the Alcohol Toxicology Laboratory Project will continue to play a critical role in impaired driving enforcement by conducting blood alcohol concentration (BAC) analyses for individuals suspected of driving under the influence.</p> <p>The laboratory is also responsible for the preparation of chemical solutions used to calibrate all intoxilyzer devices and for performing monthly calibration verifications across all traffic law enforcement regions throughout the island. In addition to laboratory work, toxicology staff regularly appear in court as expert witnesses to support the prosecution of DWI cases and ensure the admissibility of scientific evidence.</p> <p>The project also includes the calibration and maintenance of gas chromatography equipment, essential for the accurate analysis of blood samples. Under the legal framework established by Act 22-2000 (as amended) and Puerto Rico Department of Health Regulation 9234, the Department of Health's Toxicology Laboratory holds the exclusive authority to conduct BAC testing of blood samples collected from suspected impaired drivers. Furthermore, the lab is charged with producing chemical reagents and preparing blood collection kits for intoxilyzer usage, as well as licensing and certifying law enforcement officers as qualified equipment operators.</p> <p>Through these functions, the Alcohol Toxicology Lab Project ensures the scientific integrity and legal reliability of impaired driving enforcement across Puerto Rico, directly supporting both law enforcement and prosecution efforts as outlined in national highway safety guidelines.</p>		
Performed Location	Island-wide		
Federal funding source (s)	BIL 154 Transfer Funds BIL 164 Transfer Funds		
Project Agreement Number	26-01-72		
Subrecipient(s)	Puerto Rico Department of Health		
Organization type	State Agency		
Amount of Federal Funds	\$557,000.00		
Eligible Use of Funds		GTS Code	
	Alcohol Toxicology Support	TOX_AL	
Planning and Administration	No		
Whether the project is a promised project	No		
The countermeasure strategy or	ID-1: Alcohol Screening for Prosecutorial Evidence		



strategies for programming funds	
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Project Name	Drug Impaired Driving Lab
Project Description	<p>As identified in the 2016 SFST Program Assessment, post-arrest protocols including biological specimen collection, field sobriety tests to detect signs of drug impairment, and toxicological analysis are essential components to complement and strengthen the Standardized Field Sobriety Testing (SFST) Program and the broader drug-impaired driving detection framework.</p> <p>After a three-year period of institutional restructuring, the Puerto Rico Institute of Forensic Sciences (ICF) will resume development in FFY 2026 of its drug impaired driving toxicology forensic laboratory, with the goal of establishing a modern facility capable of scientifically and reliably detecting the presence of controlled substances in suspected impaired drivers. The project will be carried out under a structured roadmap with defined objectives, timeline, and deliverables.</p> <p>During this phase, a comprehensive technical assessment will be conducted, including the acquisition of advanced instrumentation, multi-drug toxicology panels, and specialized training for forensic and technical personnel. As drug-impaired driving continues to be a growing challenge particularly in the context of legalized medical cannabis in Puerto Rico there is a critical need for objective, evidence-based scientific countermeasures that support the work of law enforcement and the judicial system.</p> <p>The project will also fund the purchase and distribution of secure portable specimen transport units, ensuring that at least one unit is assigned to each regional traffic enforcement command center. This will enable immediate and safe transfer of biological samples to the central laboratory. In addition, refrigeration systems will be installed in regional facilities that currently lack cold storage capacity, ensuring proper preservation and maintaining the chain of custody for all collected evidence.</p> <p>Furthermore, funding will support the salaries and fringe benefits of specialized personnel exclusively assigned to the drug toxicology laboratory, as well as the acquisition of specialized equipment, office supplies, materials specific to specimen collection and drug testing, technical training, and travel expenses both within and outside Puerto Rico for professional development and compliance purposes.</p>
Performed Location	Island-wide
Federal funding source (s)	BIL 405d Impaired Driving High BIL 154 Transfer Funds BIL 164 Transfer Funds



Project Agreement Number	26-01-77		
Subrecipient(s)	Forensic Science Institute of Puerto Rico		
Organization type	State Agency		
Amount of Federal Funds	\$600,000.00		
Eligible Use of Funds		GTS Code	
	405d High BAC Testing/Reporting	B4BAC	
	Drug Toxicology Support	TOX_DG	
Planning and Administration	No		
Whether the project is a promised project	No		
The countermeasure strategy or strategies for programming funds	ID-6: Drugged Driving		



Program Area: Youth Impaired Driving

Updates to Triennial Highway Safety Plan (3HSP) by Program

Countermeasure Strategy for Programming Funds

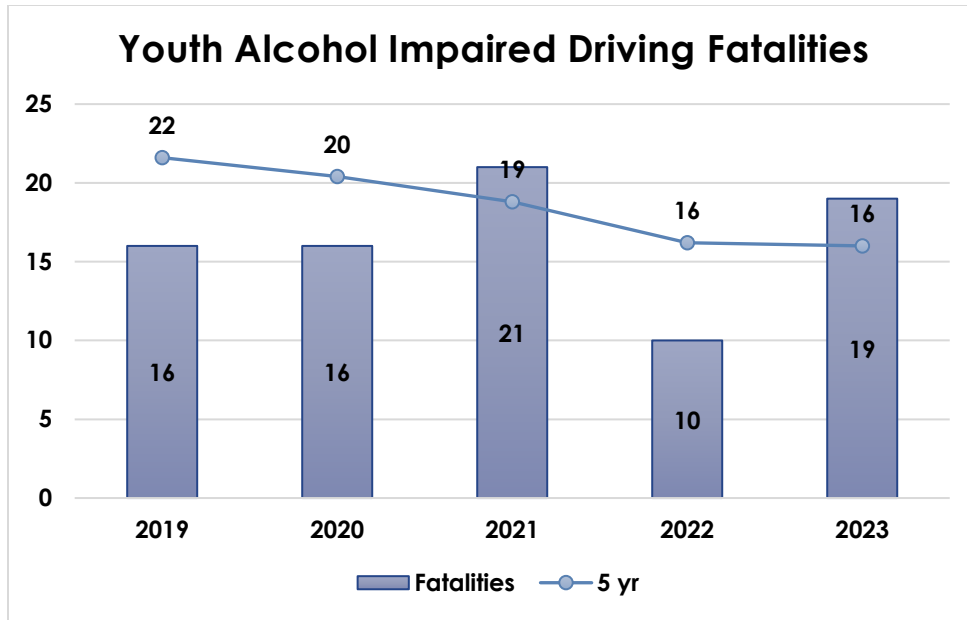
Puerto Rico developed three comprehensive countermeasure strategies for the Youth Impaired Driving Program area in the FFY 2024-2026 Triennial HSP. These well-thought-out strategies effectively address the issues identified in the problem identification process and guide the implementation of targeted projects.

- **Strategy YID-1:** Youth Programs – Peer to Peer Approach (Underage Drinking and Drinking and Driving Prevention, Intervention, Communications and Outreach)
- **Strategy YID-2:** Underage Alcohol and Drug Use Prevention
- **Strategy YID-3:** Underage Drinking and Driving – *This strategy was eliminated in FFY 2025.*

Performance Measure and Target

One performance measure was established for the Youth Impaired Driving Program. Below is the performance target for the measure and an evaluation of the progress made toward achieving this target:

Performance Measure	C-12 Youth Impaired Driving Fatalities (FARS)
Performance Target	Reduce youth alcohol impaired driving fatalities by 5.0% from 18.8 (2016-2020 RA) to 17.9 (2022-2026 RA) by 2026.
Assessment of Progress	The five-year rolling average for youth alcohol-impaired driving fatalities has demonstrated a consistent downward trend, decreasing from 22 in 2019 to 16 in 2023. This decline indicates steady progress toward the performance target. With the 2026 goal set at 17.9 fatalities, the most recent rolling average of 16 confirms that the target is not only on track but has already been met. Continued efforts to maintain and strengthen youth-focused prevention strategies will be key to sustaining this positive trend.



Problem Identification Related to Targets

After analyzing the 2023 fatal crash data for youth alcohol-impaired driving (ages 16–24), the following findings were observed:

- 84% of fatalities involving young drivers under the influence of alcohol occurred in the 21 to 24 age group, while only 16% occurred among those aged 18 to 20. No fatalities were reported in the 16 to 17 age group."
- 53% of all alcohol impaired fatalities occurred during the early morning hours (12:01 AM to 6:00 AM), and 32% occurred during evening hours (6:01 PM to 12:00 MN), indicating that 85% occurred during nighttime periods.
- 74% of the fatalities were drivers, while 26% were motorcyclists.
- Among drivers, only 36% of fatalities involved restrained occupants; 64% were unrestrained at the time of the crash.
- Only 40% of motorcyclist fatalities were wearing helmets at the time of the crash, while 60% were unhelmeted.
- Speeding was identified as a contributing factor in 47% of fatalities caused by alcohol among young drivers.

Changes to Performance Plan

No new performance measures have been added in the Youth Impaired Driving Program.

Project and Subrecipient Information

Project Name	FIESTA II - University of Puerto Rico- Río Piedras Campus
Project Description	The FIESTA II program of the Río Piedras Campus of the University of Puerto Rico (UPR-RP) focuses on delivering innovative prevention strategies primarily aimed at youth aged 16 to 24, a population highly vulnerable to the risks of driving under the influence of alcohol.

	<p>Through training, mentoring, and socio-educational activities, FIESTA II empowers students to become peer educators and advocates of responsibility. The program integrates creative methods and digital platforms such as TikTok, Instagram, YouTube, and podcasts to foster a culture of informed decision-making, legal awareness, and commitment to road safety both on and off campus.</p> <p>Initiatives include workshops in high schools and at the university, community campaigns, social media publications, educational tables, and the production of interactive multimedia content. All of this is complemented by ongoing data analysis regarding alcohol consumption and attitudes related to driving, ensuring the relevance and effectiveness of interventions.</p> <p>The funding request for FFY 2026 supports the effective implementation of the program and covers a range of critical needs. This includes salaries and fringe benefits for key personnel, specifically the project coordinator and a research assistant. The budget also accounts for the purchase of educational and office supplies essential to the delivery of prevention activities targeting the student population. Travel expenses, both within and outside Puerto Rico, are included to facilitate training sessions, participation in educational events, and institutional outreach. Training opportunities will be extended to staff, peer educators, students, and community members alike.</p> <p>Under other direct costs, the budget provides compensation for at least twelve (12) peer educators and for the accounting assistant both of whom play key roles in supporting the program's administrative and operational success. Additionally, funding is allocated for the acquisition of equipment necessary to achieve the program's objectives. The budget also incorporates an indirect cost rate of 34.3%, applied to eligible direct costs in accordance with the University of Puerto Rico's established institutional policy.</p>
Performed Location	City of San Juan, neighboring towns, and adjacent communities
Affected Communities	Yes, PP&E - "Si vas a beber, pasa la llave" (if you are going to drink pass the car keys)
Federal funding source (s)	BIL 405d Impaired Driving High BIL 154 Transfer Funds BIL 164 Transfer Funds
Project Agreement Number	26-02-02
Subrecipient(s)	University of Puerto Rico – Río Piedras Campus
Organization type	Public Higher Education
Amount of Federal Funds	\$289,986.00



Eligible Use of Funds		GTS Code
	405d High Other Based on Problem ID	M4OT
	Funds Uncommitted to Projects	UP_154
	Funds Uncommitted to Projects	UP_164
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	YID-1: Youth Programs – Peer to Peer Approach (Underage Drinking and Drinking and Driving Prevention, Intervention, Communications and Outreach)	

Project Name	FIESTA VI - University of Puerto Rico- Mayagüez Campus
Project Description	<p>The FIESTA VI Project, at the University of Puerto Rico at Mayagüez (UPRM), aims to prevent traffic crashes related to alcohol and substance use through educational campaigns, interactive workshops, and awareness activities targeting both the university and the surrounding community.</p> <p>The project focuses on high-risk student groups such as those in Engineering, Business Administration, Biology, and Social Sciences and collaborates with high schools and community organizations. Key strategies include training student leaders, using simulation tools like “Drunk Busters” goggles, implementing Theater Forum sessions, and strengthening outreach through social media and in-person events.</p> <p>The project budget covers key operational needs to ensure the effective implementation of DUI prevention activities. This includes salaries and fringe benefits for at least twelve (12) peer educators, as well as costs related to office and educational materials, equipment purchase and maintenance, travel per diem and mileage, training sessions, and student stipends. These resources support the continued engagement of staff and student facilitators across the university and surrounding communities.</p>
Performed Location	City of Mayaguez, neighboring towns, and adjacent communities
Affected Communities	Yes, PP&E - “Si vas a beber, pasa la llave” (if you are going to drink pass the car keys)
Federal funding source (\$)	BIL 405d Impaired Driving High BIL 154 Transfer Funds BIL 164 Transfer Funds
Project Agreement Number	26-02-05



Subrecipient(s)	University of Puerto Rico – Mayagüez Campus		
Organization type	Public Higher Education		
Amount of Federal Funds	\$81,750.00		
Eligible Use of Funds		GTS Code	
	405d High Other Based on Problem ID	M4OT	
	Funds Uncommitted to Projects	UP_154	
	Funds Uncommitted to Projects	UP_164	
Planning and Administration	No		
Whether the project is a promised project	No		
The countermeasure strategy or strategies for programming funds	YID-1: Youth Programs – Peer to Peer Approach (Underage Drinking and Drinking and Driving Prevention, Intervention, Communications and Outreach)		

Project Name	FIESTA VII – University of Puerto Rico - Cayey Campus
Project Description	<p>The FIESTA VIII project at the University of Puerto Rico at Cayey aims to reduce alcohol and substance use among students, with a special focus on preventing impaired driving. The initiative addresses the high proportion of students aged 18 to 24 coming from high-risk municipalities and facing challenges such as peer pressure to drink, limited public transportation, and dangerous routes like PR-52. Through educational campaigns, alcohol-free recreational activities, simulated impairment goggles (Fatal Vision), peer educator involvement, and community partnerships, the project seeks to change attitudes and promote responsible behaviors.</p> <p>The approach includes events like Alcohol-Free Happy Hours, Goofy Games, social media campaigns, and participation in university activities such as the JUSTAS LAI. Community-based interventions with alcohol-selling establishments, interactive workshops, and behavioral theories like the Precede-Proceed Model and Bandura's Social Learning Theory support the planned actions.</p> <p>To implement these activities, costs include salary and fringe benefits for one Administrative Officer I, office and educational materials, equipment expenses, travel within and outside Puerto Rico, training expenses, other direct costs such as stipends for 12 students, and finally a 10% indirect cost rate.</p>
Performed Location	City of Cayey, neighboring towns, and adjacent communities
Affected Communities	Yes, PP&E - “Si vas a beber, pasa la llave” (if you are going to drink pass the car keys)



Federal funding source (s)	BIL 405d Impaired Driving High BIL 154 Transfer Funds BIL 164 Transfer Funds	
Project Agreement Number	26-02-10	
Subrecipient(s)	University of Puerto Rico – Cayey Campus	
Organization type	Public Higher Education	
Amount of Federal Funds	\$96,196.00	
Eligible Use of Funds		GTS Code
	405d High Other Based on Problem ID	M4OT
	Funds Uncommitted to Projects	UP_154
	Funds Uncommitted to Projects	UP_164
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	YID-1: Youth Programs – Peer to Peer Approach (Underage Drinking and Drinking and Driving Prevention, Intervention, Communications and Outreach)	

Project Name	FIESTA IX - UNIVERSITY OF PUERTO RICO- Ponce Campus
Project Description	<p>The FIESTA IX Project at the University of Puerto Rico in Ponce addresses the issue of excessive alcohol consumption and its link to impaired driving among college students. Ponce, a city with vibrant social and tourist activity, has many venues that promote alcohol use, especially near the campus. This reality, combined with high percentages of alcohol-related crashes on routes frequently used by students from neighboring municipalities, highlights the urgent need for targeted prevention efforts.</p> <p>With an enrollment of over 2,400 students, many of whom live in Ponce or surrounding areas, the UPR in Ponce offers a key setting for implementing educational prevention strategies. The project promotes healthy lifestyles through peer education, community workshops, recreational activities with prevention messages, social media campaigns, and interagency collaborations. It also trains students to serve as spokespeople for the initiative and adapts its strategies based on ongoing evaluations to meet the actual needs of the student population.</p> <p>These interventions not only impact students directly but also benefit the broader community, fostering a culture of collective well-being. Partnerships with government and private</p>



	organizations strengthen the project's reach and long-term effectiveness. To carry out this project, funds will cover salary and fringe benefits for personnel (Administrative Officer III), office and educational materials, equipment purchases, travel expenses within and outside Puerto Rico, training costs, and stipends for 15 students.	
Performed Location	City of Ponce, neighboring towns, and adjacent communities	
Affected Communities	Yes, PP&E - "Si vas a beber, pasa la llave" (if you are going to drink pass the car keys)	
Federal funding source (s)	BIL 405d Impaired Driving High BIL 154 Transfer Funds BIL 164 Transfer Funds	
Project Agreement Number	26-02-14	
Subrecipient(s)	University of Puerto Rico – Ponce Campus	
Organization type	Public Higher Education	
Amount of Federal Funds	\$133,695.00	
Eligible Use of Funds		GTS Code
	405d High Other Based on Problem ID	M4OT
	Funds Uncommitted to Projects	UP_154
	Funds Uncommitted to Projects	UP_164
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	YID-1: Youth Programs – Peer to Peer Approach (Underage Drinking and Drinking and Driving Prevention, Intervention, Communications and Outreach)	

Project Name	FIESTA CREATIVO – Hogar CREA, Inc
Project Description	<p>The FIESTA CREATIVO project, developed by Hogar CREA, Inc., is an educational initiative focused on preventing driving under the influence of alcohol (DUI) through awareness activities in therapeutic communities and their surroundings. Implemented in seven districts of Puerto Rico, the program trains promoters (residents undergoing rehabilitation) to educate their peers, family members, visitors, and neighboring communities about the risks of alcohol and its impact on road safety.</p> <p>Through dramatizations, workshops, focus groups, and educational campaigns, FIESTA CREATIVO strengthens compliance with Law 22-2000, promotes healthy lifestyles, and helps reduce crashes, injuries, and fatalities on public roads. Its</p>



	peer education approach and the commitment of its promoters position the project as an effective tool for social transformation. The implementation of the FIESTA CREATIVO project involves the following costs: purchase of office supplies, expenses per diem and mileage for promoters and staff, stipends for seven lead promoters (one per district) and thirty-five promoters (seven per district), internet service expenses, and costs associated with hiring the project coordinator. These costs are necessary to ensure the effective operation and success of the program across the seven therapeutic districts where it is implemented.		
Performed Location	Regions: Bayamón, Cayey, Juncos, Mayagüez, Ponce, San Juan and Trujillo Alto		
Federal funding source (s)	BIL 405d Impaired Driving High BIL 154 Transfer Funds BIL 164 Transfer Funds		
Project Agreement Number	26-02-15		
Subrecipient(s)	Hogar CREA		
Organization type	Non-profit Organization		
Amount of Federal Funds	\$80,865.00		
Eligible Use of Funds		GTS Code	
	405d High Other Based on Problem ID	M4OT	
	Funds Uncommitted to Projects	UP_154	
	Funds Uncommitted to Projects	UP_164	
Planning and Administration	No		
Whether the project is a promised project	No		
The countermeasure strategy or strategies for programming funds	YID-1: Youth Programs – Peer to Peer Approach (Underage Drinking and Drinking and Driving Prevention, Intervention, Communications and Outreach)		

Project Name	FIESTA XII – Pontifical Catholic University of Puerto Rico- Ponce Campus
Project Description	Project FIESTA XII is a prevention and education initiative led by the Pontifical Catholic University of Puerto Rico (PUCPR), aimed at reducing drunk and drug-impaired driving among youth aged 15 to 25. Using a peer-to-peer approach, trained university students deliver engaging, science-based messages that promote safe and responsible decision-making. Key strategies include Educational Presentations, Awareness Tables, FIESTA 101



	<p>campus engagement, social media campaigns, and visual communication tools. FIESTA XII aligns with PUCPR's strategic plan and supports the Puerto Rico Traffic Safety Commission's goals to protect young drivers and promote community awareness.</p> <p>The project budget will cover personnel costs, indirect cost including salary and fringe benefits for the Project Director and the Project Coordinator. It will also include the purchase of office supplies, educational materials, and necessary equipment to support program activities. Funds are allocated for travel expenses within Puerto Rico, including per-dem and mileage for outreach events and training sessions. Additionally, the budget provides training costs and student stipends, recognizing the essential role of trained peer educators in implementing the project's core strategies.</p>		
Performed Location	City of Ponce, neighboring towns, and adjacent communities		
Affected Communities	Yes, PP&E - "Si vas a beber, pasa la llave" (if you are going to drink pass the car keys)		
Federal funding source (s)	BIL 405d Impaired Driving High BIL 154 Transfer Funds BIL 164 Transfer Funds		
Project Agreement Number	26-02-16		
Subrecipient(s)	Pontifical Catholic University of Puerto Rico		
Organization type	Private Higher Education Institution		
Amount of Federal Funds	\$196,181.00		
Eligible Use of Funds		GTS Code	
	405d High Other Based on Problem ID	M4OT	
	Funds Uncommitted to Projects	UP_154	
	Funds Uncommitted to Projects	UP_164	
Planning and Administration	No		
Whether the project is a promised project	No		
The countermeasure strategy or for programming funds	YID-1: Youth Programs – Peer to Peer Approach (Underage Drinking and Drinking and Driving Prevention, Intervention, Communications and Outreach)		
Project Name	FIESTA - University of Puerto Rico- Utuado Campus		
Project Description	The FIESTA UPRU project (Facilitators, Instructors, Education, Safety, Traffic, and Alcohol) is an educational initiative that builds on its legacy developed between 2012 and 2023 at the University		



	of Puerto Rico at Utuado (UPRU). Its main objective is to raise awareness among university students and surrounding communities about the risks and consequences of driving under the influence of alcohol, as well as to promote compliance with traffic laws and the responsible exercise of citizenship. The project's primary focus is the training of students as peer educators, who, through specialized instruction, acquire the tools to deliver prevention messages effectively, accessibly, and empathetically. For FFY 2026, FIESTA UPRU will implement various educational strategies. These include active participation in institutional activities such as information tables, workshops, conferences, and seminars aimed at incoming students. A key component is its participation in the Festival Tierra Adentro, where a fatal DUI crash scene is recreated as an awareness tool for a large audience. The program also includes collaborations with other university campuses, such as UPR Arecibo, and educational visits to high schools to guide young people on the effects of alcohol and the importance of making responsible decisions. The project budget includes funding to cover the salary and fringe benefits of the project coordinator; purchase of office supplies, educational materials, and equipment; per diem and mileage for training; and stipends for 12 student participants.									
Performed Location	City of Utuado, neighboring towns, and adjacent communities									
Affected Communities	Yes, PP&E - "Si vas a beber, pasa la llave" (if you are going to drink pass the car keys)									
Federal funding source (s)	BIL 405d Impaired Driving High BIL 154 Transfer Funds BIL 164 Transfer Funds									
Project Agreement Number	26-02-17									
Subrecipient(s)	University of Puerto Rico- Utuado Campus									
Organization type	Public Higher Education									
Amount of Federal Funds	\$84,772.00									
Eligible Use of Funds	<table><tr><td></td><td>GTS Code</td></tr><tr><td>405d High Other Based on Problem ID</td><td>M4OT</td></tr><tr><td>Funds Uncommitted to Projects</td><td>UP_154</td></tr><tr><td>Funds Uncommitted to Projects</td><td>UP_164</td></tr></table>			GTS Code	405d High Other Based on Problem ID	M4OT	Funds Uncommitted to Projects	UP_154	Funds Uncommitted to Projects	UP_164
	GTS Code									
405d High Other Based on Problem ID	M4OT									
Funds Uncommitted to Projects	UP_154									
Funds Uncommitted to Projects	UP_164									
Planning and Administration	No									
Whether the project is a promised project	No									
The countermeasure strategy or	YID-1: Youth Programs – Peer to Peer Approach (Underage Drinking and Drinking and Driving Prevention, Intervention, Communications and Outreach)									



strategies for programming funds	
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Project Name	FIESTA XI - UNIVERSITY OF PUERTO RICO- Aguadilla Campus		
Project Description	<p>The FIESTA XI project of the University of Puerto Rico at Aguadilla (UPRag), focuses on preventing driving under the influence of alcohol and other substances among youth aged 16 to 24, particularly in the northwestern region of the island. With an enrollment of 1,931 students, mostly from public schools and the northwestern area, UPRag serves as a strategic platform for educating on traffic safety.</p> <p>FIESTA XI trains student leaders to deliver peer-to-peer awareness messages using strategies such as prevention campaigns, workshops, educational materials, social media, and activities like "Terror Hallway," which highlights the real consequences of drunk driving. It also incorporates innovative educational tools such as Fatal Vision goggles (alcohol, opioids, and marijuana), Intoxiclock, and interactive kits to reinforce learning and reflection.</p> <p>The project includes media campaigns, the development of educational videos, designated driver activities, and a comprehensive approach to promoting social responsibility and reducing road fatalities. For the 2025–2026 academic year, educational efforts will be expanded across digital and in-person platforms.</p> <p>Costs include salaries and fringe benefits for the project director, project coordinator, and administrative assistant; office supplies; educational materials; purchase and maintenance of equipment; local and out-of-PR travel; training, stipends for students; and 15% indirect costs.</p>		
Performed Location	City of Aguadilla, neighboring towns, and adjacent communities		
Affected Communities:	Yes, PP&E - "Si vas a beber, pasa la llave" (if you are going to drink pass the car keys)		
Federal funding source (s)	BIL 405d Impaired Driving High BIL 154 Transfer Funds BIL 164 Transfer Funds		
Project Agreement Number	26-02-21		
Subrecipient(s)	University of Puerto Rico – Aguadilla Campus		
Organization type	Public Higher Education		
Amount of Federal Funds	\$186,145.00		
Eligible Use of Funds		GTS Code	
	405d High Other Based on Problem ID	M4OT	
	Funds Uncommitted to Projects	UP_154	
	Funds Uncommitted to Projects	UP_164	



Planning and Administration	No
Whether the project is a promised project	No
The countermeasure strategy or strategies for programming funds	YID-1: Youth Programs – Peer to Peer Approach (Underage Drinking and Drinking and Driving Prevention, Intervention, Communications and Outreach)

Project Name	POLI FIESTA - POLYTECHNIC UNIVERSITY		
Project Description	<p>The Poli-FIESTA project at the Polytechnic University of Puerto Rico (PUPR) aims to reduce impaired driving due to alcohol and other substances among students and the surrounding community. Given the high proportion of students enrolled in both in-person and online programs and their easy access to alcohol, an educational intervention is necessary.</p> <p>The project will implement awareness campaigns, workshops, activities in schools and on campus, use of simulators, educational materials, and digital platform outreach, all led by six trained peer facilitators. It seeks to strengthen preventive education to improve students' mental health, academic performance, traffic safety, and overall quality of life, aiming to reach at least 3,000 individuals.</p> <p>To carry out this project, costs will be covered for personnel salaries and fringe benefits, with only 20% of the project director's salary and 30% of the project coordinator's salary charged to the grant, as well as costs for office and educational materials, equipment purchases, training activities, and stipends for six students.</p>		
Performed Location	City of San Juan, neighboring towns, and adjacent communities		
Affected Communities	Yes, PP&E - "Si vas a beber, pasa la llave" (if you are going to drink pass the car keys)		
Federal funding source (s)	BIL 405d Impaired Driving High BIL 154 Transfer Funds BIL 164 Transfer Funds		
Project Agreement Number	26-02-32		
Subrecipient(s)	Polytechnic University		
Organization type	Private Higher Education Institution		
Amount of Federal Funds	\$64,748.54		
Eligible Use of Funds			GTS Code
	405d High Other Based on Problem ID		M4OT
	Funds Uncommitted to Projects		UP_154



	Funds Uncommitted to Projects	UP_164
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	YID-1: Youth Programs – Peer to Peer Approach (Underage Drinking and Drinking and Driving Prevention, Intervention, Communications and Outreach)	

Project Name	Puerto Rico Safe and Aware - MADD PUERTO RICO
Project Description	<p>The project, led by MADD Puerto Rico, aims to reduce the incidence of driving under the influence of alcohol and other drugs among youth and young adults in Puerto Rico's 78 municipalities. Through prevention strategies, education, social norm changes, and victim support, the program will directly impact 40,000 people through community activities, educational presentations, and digital campaigns.</p> <p>The team consists of four Program Specialists and one Coordinator, who will implement the Power of Youth and Power of Parents programs, promoting responsible decisions, rejecting underage alcohol consumption, and preventing rides with intoxicated drivers. Key project actions include school and community presentations, participation in health fairs, youth coalitions, and traffic safety teams, dissemination of educational content on social media, as well as impact analysis and collaboration with law enforcement agencies.</p> <p>The project integrates technological innovation to connect with young audiences through dynamic content and social media, fostering sustainable cultural change. It is aligned with the four pillars of the national MADD campaign, including the promotion of effective laws, the use of prevention technologies such as interlocks, and individual responsibility to prevent fatalities.</p> <p>To carry out the program the budget includes payment of salary and fringe benefits for three Program Specialists and one Program Specialist Law Enforcement Liaison. It also covers the purchase of office supplies and educational materials, equipment, per-diems and mileage, stipends, as well as 15% allocated for indirect costs.</p>
Perfomed Loction	Island-wide
Affected Communities	Yes, PP&E - "Si vas a beber, pasa la llave" (if you are going to drink pass the car keys)
Federal funding source (s)	BIL 405d Impaired Driving High BIL 154 Transfer Funds BIL 164 Transfer Funds



Project Agreement Number	26-02-36	
Subrecipient(s)	Mothers Against Drunk Driving, Affiliate Puerto Rico	
Organization type	Non-profit Organization	
Amount of Federal Funds	\$291,355.00	
Eligible Use of Funds		GTS Code
	405d High Other Based on Problem ID	M4OT
	Funds Uncommitted to Projects	UP_154
	Funds Uncommitted to Projects	UP_164
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	YID-2: Underage Alcohol and Drug Use Prevention	

Project Name	FIESTA – EDP University, Caguas Campus
Project Description	<p>The primary objective of the project is to reduce the incidence of driving under the influence of alcohol and other drugs among university students through a comprehensive approach based on educational strategies, awareness, and prevention of responsible behaviors. To achieve this, campus-based prevention programs will be implemented, including educational campaigns, peer education programs, and mass media campaigns supported by behavioral theories and scientific evidence.</p> <p>University students will be trained as peer educators, who will play a leading role in delivering prevention messages and promoting a culture of responsibility and mutual support. These educators will use interactive tools such as intoxication simulation goggles (Fatal Vision Goggles), educational materials, and engaging activities that facilitate understanding of the effects of substance use and its impact on safe driving.</p> <p>The project will also promote designated driver programs, encouraging students to commit to driving sober through campaigns with motivational slogans and commitment activities. Educational and awareness campaigns will be conducted via traditional and digital media to correct misconceptions about alcohol consumption among youth and foster positive social norms.</p> <p>For the effective implementation of the program, the budget includes payment of salaries and fringe benefits, as well as the</p>



	purchase of office supplies, equipment, per diems and mileage for off-campus activities, stipends for peer educators, specialized training, and associated indirect costs.	
Performed Location	City of Caguas, neighboring towns, and adjacent communities	
Affected Communities	Yes, PP&E - "Si vas a beber, pasa la llave" (if you are going to drink pass the car keys)	
Federal funding source (s)	BIL 405d Impaired Driving High BIL 154 Transfer Funds BIL 164 Transfer Funds	
Project Agreement Number	26-02-37	
Subrecipient(s)	EDP UNIVERSITY– Caguas Campus	
Organization type	Private Higher Education Institution	
Amount of Federal Funds	\$ 75,710.00	
Eligible Use of Funds		GTS Code
	405d High Other Based on Problem ID	M4OT
	Funds Uncommitted to Projects	UP_154
	Funds Uncommitted to Projects	UP_164
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	YID-1: Youth Programs – Peer to Peer Approach (Underage Drinking and Drinking and Driving Prevention, Intervention, Communications and Outreach)	

Project Name	FIESTA – University of Puerto Rico Medical Science Campus
Project Description	<p>The FIESTA Medical Sciences Campus Safe Roads, <i>Safe Lives</i> project is a comprehensive initiative aimed at reducing traffic crashes related to alcohol and drug use among students at the University of Puerto Rico's Medical Sciences Campus. This campus, which houses approximately 1,944 students across six health professional schools, faces elevated risk due to the high daily mobility of students coming from urban and rural areas identified as critical zones for traffic incidents.</p> <p><i>FIESTA</i> is based on three strategic pillars that seek to address the issue from complementary approaches. First, awareness and education to increase knowledge and responsibility about road safety among students, considering how academic stress can influence risky behaviors. Second, strengthening policy enforcement by promoting effective measures such as sobriety checkpoints and random breath testing to ensure compliance</p>



	with regulations that prevent impaired driving. Third, peer mentorship, which leverages the positive influence of students to foster safe practices and build a culture of collective responsibility within the campus. The project's expenses include salaries and social security contributions for the coordinator and mentor advisor, office and educational materials, equipment, training for staff and students, stipends for student mentors, and indirect costs for administrative management, ensuring the program's implementation and sustainability.	
Performed Location	City of San Juan, Medical Sciences Campus	
Affected Communities	Yes, PP&E - "Si vas a beber, pasa la llave" (if you are going to drink pass the car keys)	
Federal funding source (s)	BIL 405d Impaired Driving High BIL 154 Transfer Funds BIL 164 Transfer Funds	
Project Agreement Number	26-02-26	
Subrecipient(s)	University of Puerto Rico - Medical Sciences Campus	
Organization type	Public Higher Education	
Amount of Federal Funds	\$51,975.00	
Eligible Use of Funds		GTS Code
	405d High Other Based on Problem ID	M4OT
	Funds Uncommitted to Projects	UP_154
	Funds Uncommitted to Projects	UP_164
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	YID-1: Youth Programs – Peer to Peer Approach (Underage Drinking and Drinking and Driving Prevention, Intervention, Communications and Outreach)	

Program Area: Police Traffic Services

Updates to Triennial Highway Safety Plan (3HSP) by Program

Countermeasure Strategy for Programming Funds

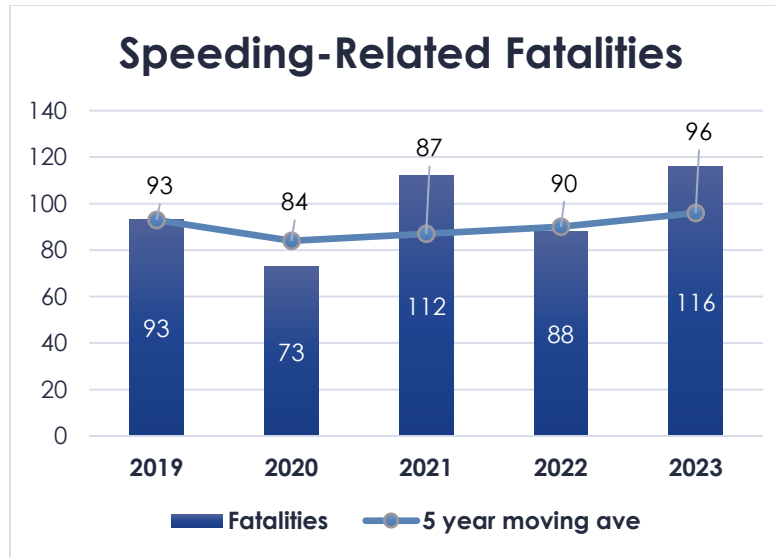
Puerto Rico developed five comprehensive countermeasure strategies for Police Traffic Services area in the FFY 2024-2026 Triennial HSP. These well-thought-out strategies effectively address the issues identified in the problem identification process and guide the implementation of targeted projects.

- Strategy PTS-1: Law Enforcement Liaison
- Strategy PTS-2: High Visibility Law Enforcement & Equipment – Speed and Aggressive Driving
- Strategy PTS-3: Law Enforcement Training Programs
- Strategy PTS-4: Highway Safety Office Program Management (PTS)
- Strategy PTS-5: Puerto Rico Driver Behavior and Attitudinal Surveys

Performance Measure and Target

One performance measure was established for the Police Traffic Services area. Below is the performance target for the measure and an evaluation of the progress made toward achieving this target:

Performance Measure	C-6 Speeding-Related Fatalities (FARS)
Performance Target	Reduce speeding-related fatalities by 2.5% from 89.6 (2018-2022 RA) to 87.4 (2022-2026 RA) by 2026.
Assessment of Progress	The five-year rolling average for speeding-related fatalities has shown a continued upward trend, increasing from 84 in 2020 to 90 in 2022 and reaching 96 in 2023. This trajectory indicates that the performance target of 87.4 fatalities by 2026 is not currently on track to be met. The persistent rise in fatalities underscores the need for enhanced enforcement, targeted public awareness campaigns, and data-driven interventions to reverse this trend and improve roadway safety outcomes.



Problem Identification Related to Targets That Are Not on Track to Be Met

Since the target for reducing numbers Speed-related fatalities is not on track to be met, Additional data analyses were conducted on this issue using the FARS data and Puerto Rico Observatorio Vial crash data.

- In 2023, there were a total of 307 traffic fatalities, 116 of which were speed-related, representing approximately 38% of all deaths.
- The highest number of speed-related fatalities was recorded in the 25-34 age group (26 deaths), followed by the 35-44 age group (19 deaths) and the 45-54 age group (12 deaths).
- The highest number of fatalities occurred between 6:00 PM and 5:59 AM, accounting for 52% of all speed-related deaths, while the 6:00 AM to 5:59 PM time slot was the second most critical, with 23% of the fatalities.
- 66% or 76 of speed-related deaths were male, while females represented 14% or 14.
- The day with the highest number of speed-related fatalities was Monday to Friday with 45% fatalities, while Saturdays and Fridays also recorded high numbers, with 14 and 12 deaths, respectively.
- May was the month with the highest number of speed-related fatalities, registering 12 fatalities, while July and November each had 11 fatalities.

Adjustments to Countermeasure Strategies for Programming Funds

The following adjustment will be made to a selected strategy in Puerto Rico's FFY 2024-2026 Triennial HSP to support reductions in speeding-related fatalities.

- **Strategy PTS-2: High Visibility Law Enforcement & Equipment – Speed and Aggressive Driving – Adjustment**
 - The PRISC, in collaboration with Police Traffic Services, is highly effective in reducing traffic-related injuries and fatalities through selective enforcement countermeasures, prevention efforts, and public information and education initiatives.

- PRTSC will focus efforts on coordination with the PRPD, Municipal Police, and the expertise of the Law Enforcement Liaison (LEL) to reduce speed and aggressive driving across the island.
- PRTSC will increase the participation of more municipal police departments during enforcement mobilizations.
- PRTSC will continue to support enforcement projects designed to enhance compliance with speed limits on all types of roadways and will acquire additional equipment (RADARs) for PRPD and municipal police to bolster efforts in saving lives.
- Various speed enforcement strategies will be employed, including dedicated roving patrols and saturation enforcement within high-risk municipalities and regions. Enforcement in high-crash areas will be encouraged, and routine day-to-day enforcement will be necessary to enhance public perception of the risk of apprehension.

Changes to Performance Plan

No new performance measures have been added in the Police Traffic Services Program.

Project and Subrecipient Information

Project Name	Law Enforcement Liaison Program
Project Description	<p>For FFY 2026, the Puerto Rico Traffic Safety Commission (PRTSC) proposes the continuation of the Law Enforcement Liaison (LEL) Program, which serves as a vital communication bridge between PRTSC, the Puerto Rico Police Department (PRPD), and Municipal Police agencies. The primary objective is to support the planning, coordination, and implementation of enforcement-related traffic safety initiatives aimed at reducing crashes, injuries, and fatalities.</p> <p>LELs will be contracted at a rate of \$75.00 per hour, up to a maximum of 100 hours per month, and will also be eligible for out-of-state travel in support of national traffic safety trainings and conferences.</p> <p>Responsibilities of Law Enforcement Liaisons include:</p> <ul style="list-style-type: none"> ➤ Facilitating consistent communication between PRTSC, PRPD, and Municipal Police departments to align enforcement efforts with PRTSC's strategic traffic safety goals. ➤ Representing PRTSC's enforcement priorities and offering guidance on best practices for high-visibility mobilizations targeting impaired driving, speeding, occupant protection, motorcyclists, and distracted driving. ➤ Supporting the coordination and execution of law enforcement operational plans during national mobilization periods. ➤ Promoting collaboration between police agencies and community outreach programs to enhance education and awareness on traffic safety. ➤ Identifying innovative enforcement strategies and recommending them to relevant police departments.

	<ul style="list-style-type: none"> ➤ Serving as liaisons for the distribution of data and resources, including high-incidence area reports, crash statistics, and legislative updates. ➤ Equipment management and compliance with federal property regulations (in coordination with PRTSC monitors) ➤ Assisting PRTSC in the evaluation and revision of enforcement-related forms, reports, and operational plans. ➤ Promoting proper use and maintenance of federally funded equipment among law enforcement agencies. ➤ Advising PRTSC Program and Services Coordination Officers and Monitoring Specialists on law enforcement-related technical matters and agency performance assessment. <p>Law Enforcement Liaisons play a key role in bridging the gap between policy and practice, helping to ensure that traffic enforcement strategies are effective, consistent, and responsive to Puerto Rico's traffic safety challenges.</p>		
Performed Location	State Highway Safety Office		
Federal funding source (s)	BIL NHTSA 402		
Project Agreement Number	26-03-03		
Subrecipient(s)	Puerto Rico Traffic Safety Commission		
Organization type	State Agency		
Amount of Federal Funds	\$186,000.00		
Eligible Use of Funds		GTS Code	
	Traffic Enforcement Services	PT	
Planning and Administration	No		
Whether the project is a promised project	No		
The countermeasure strategy or strategies for programming funds	PTS-1: Law Enforcement Liaison		

Project Name	Program and Services Coordination Officer (Traffic Enforcement)
Project Description	For FFY 2026, the PRTSC will continue funding a Program and Services Coordination Officer (Traffic Enforcement) to lead the development and execution of strategies addressing speeding and aggressive driving across the island. This coordinator will work in close collaboration with the PRPD, Municipal Police, and LELs



to support high-visibility enforcement efforts and enhance road safety outcomes.

This project strengthens the partnership between the PRISC, law enforcement agencies, and communities through the implementation of strategic enforcement plans, educational initiatives, and oversight of federal funds allocated to traffic enforcement programs. The coordinator's salary will be co-funded: 50% through this project and 50% through the Motorcycle Safety Program.

As part of this initiative, the PRISC will administer and monitor mini-grants awarded to PRPD and participating Municipal Police Departments to support speed enforcement activities particularly during the National Speed Enforcement Mobilization scheduled for July 2026. These mini-grants allow agencies to implement evidence-based patrol strategies, such as dedicated roving patrols, saturation enforcement, and targeted operations in high-crash corridors.

A key component of this year's initiative includes the planned acquisition of 55 speed radar units for Municipal Police Departments engaged in traffic enforcement and speed mobilizations. However, no equipment will be purchased prior to the submission and approval of the necessary amendments to the AGA by NHTSA Region 2. This ensures full compliance with federal requirements and reinforces the PRISC's commitment to transparency and accountability. Once approved, the PRISC and the Traffic Enforcement Coordinator will oversee the proper use of the equipment and document enforcement activities including citations and compliance through regular follow-ups and site visits conducted before, during, and after mobilizations.

Key responsibilities of the Traffic Enforcement Coordinator include:

- Preparing operational plans and supporting documentation for mini-grants.
- Coordinating pre-mobilization meetings with LELs and participating agencies to communicate objectives, requirements, and documentation procedures.
- Conducting follow-up visits and maintaining performance records and enforcement data.
- Evaluating quarterly and semi-annual reports submitted by grantees to assess compliance and performance.
- Reviewing federal project proposals submitted for consideration under enforcement programs.
- Preparing semi-annual program reports and processing fund requests.
- Supporting the development of educational and outreach materials in collaboration with the PRISC Communications Office.
- Providing technical assistance to PRPD and Municipal Police on enforcement strategies and mobilization planning.



	<ul style="list-style-type: none"> Assisting the Federal Program Development and Compliance Officer with data analysis, Problem Identification, the 3 HSP, Annual Report, and Annual Grant Application. Promoting effective enforcement practices such as dedicated roving patrols and saturation efforts in high-crash areas. <p>This project ensures the efficient use of enforcement resources, encourages best practices, and contributes to the reduction of fatalities and injuries associated with speeding and aggressive driving behaviors.</p> <p>This projects funding will cover salaries, fringe benefits, equipment, training, out-of-state and local travel, and other related expenses necessary for implementation.</p>		
Performed Location	State Highway Safety Office		
Federal funding source (s)	BIL NHTSA 402		
Project Agreement Number	26-03-78		
Subrecipient(s)	Puerto Rico Traffic Safety Commission		
Organization type	State Agency		
Amount of Federal Funds	\$259,000.00		
Eligible Use of Funds		GTS Code	
	Traffic Enforcement Services	PT	
Planning and Administration	No		
Whether the project is a promised project	No		
The countermeasure strategy or strategies for programming funds	PTS-4: Highway Safety Office Program Management - PTS		

Project Name	Speed Enforcement Mobilization
Project Description	In July 2026, the PRTSC will participate in the National Speed Enforcement Mobilization, providing federal funds to support overtime enforcement efforts by approximately 30 participating Municipal Police Departments. This initiative aims to reduce excessive speeding and aggressive driving through coordinated law enforcement operations, public education, and high-visibility enforcement.



	<p>The mobilization will be supported by the development and distribution of educational and informational materials highlighting the consequences of speeding and aggressive driving, including applicable fines under Puerto Rico's Law 22.</p> <p>PRTSCT will continue promoting evidence-based enforcement strategies to increase compliance with posted speed limits on all roadway types, including:</p> <ul style="list-style-type: none"> ➤ Dedicated roving patrols ➤ Saturation enforcement operations ➤ Targeted patrols in high-crash and high-risk areas <p>While focused enforcement in high-incidence crash areas is critical, this mobilization also emphasizes the importance of routine and highly visible enforcement, which increases the public's perceived risk of apprehension, a key deterrent against dangerous driving behavior.</p> <p>This project also supports the enforcement of state laws that protect roadside safety, including the safety of law enforcement officers and individuals stopped along the roadway.</p> <p>This mobilization is part of a coordinated national effort and aligns with Puerto Rico's Highway Safety Plan strategies to reduce fatalities and serious injuries associated with speeding and aggressive driving.</p>		
Performed Location	Municipalities throughout the Commonwealth		
Federal funding source (s)	BIL NHTSA 402		
Project Agreement Number	26-03-XX		
Subrecipient(s)	Municipal Polices		
Organization type	Municipalities		
Amount of Federal Funds	\$250,000.00		
Eligible Use of Funds		GTS Code	
	Traffic Enforcement Services	PT	
Planning and Administration	No		
Whether the project is a promised project	No		
The countermeasure strategy or strategies for programming funds	PTS-2: High Visibility Law Enforcement & Equipment – Speed and Aggressive Driving		
Project Name	Speed Enforcement Mobilization, Training and Equipment		



Project Description	<p>This project includes the planned acquisition of 50 high-precision motorcycle-mounted speed radars to enhance enforcement capabilities in corridors with a high incidence of speeding. These radars will be deployed strategically during the Speed Enforcement Campaign to support targeted interventions with drivers exceeding posted speed limits.</p> <p>In addition, the project contemplates the purchase of specialized equipment, materials, and training to support the technical investigation of serious injury and fatal crashes. These tools are intended to improve the accuracy of scene reconstruction and causal analysis, thereby informing more effective prevention strategies.</p> <p>A key component of this initiative is the anticipated acquisition of two (2) Acusensus Heads-Up automated enforcement systems. This advanced, AI-enabled camera technology is capable of detecting handheld mobile phone use, seat belt non-compliance, and speeding violations even at high speeds. By capturing high-resolution evidence passively, without requiring on-site police presence, the system enhances operational efficiency and officer safety. These systems have been deployed in states such as North Carolina and Georgia using federal funds under NHTSA-supported programs, aligning with national best practices for combating distracted driving and improving occupant protection. The technology is also endorsed in policy guidance by the Governors Highway Safety Association as a viable strategy for modern, automated enforcement with measurable public safety outcomes.</p> <p>While the acquisition of these systems is part of the overall project vision, no purchases will be made prior to submitting the necessary AGA amendment(s) for review and approval by NHTSA Region 2. This ensures full compliance with federal grant requirements and reinforces the commitment to transparency and accountability.</p> <p>The project further includes specialized training for Traffic Bureau officers in serious and fatal crash investigation to strengthen technical proficiency, standardize investigative procedures, and enhance the quality of crash reporting and scene analysis.</p> <p>Finally, this initiative supports law enforcement mobilizations aimed at enforcing state laws that protect the safety of drivers, passengers, and roadside personnel. Through coordinated efforts and a visible enforcement presence, the project seeks to deter high-risk behaviors, increase compliance, and reduce crash severity.</p>
Performed Location	Island-wide
Federal funding source (s)	BIL NHTSA 402
Project Agreement Number	26-03-19



Subrecipient(s)	Traffic Bureau, Puerto Rico Police Department		
Organization type	State Agency, Law Enforcement		
Amount of Federal Funds	\$900,000.00		
Eligible Use of Funds		GTS Code	
	Traffic Enforcement Services	PT	
Planning and Administration	No		
Whether the project is a promised project	No		
The countermeasure strategy or strategies for programming funds	<p>PTS-2: High Visibility Law Enforcement & Equipment – Speed and Aggressive Driving</p> <p>PTS-3: Law Enforcement Training Programs</p>		

Project Name	Driver Behavior and Attitudinal Surveys - DRIVE (Driver Response In Vehicle Evaluation)
Project Description	<p>Surveys will present awareness attitudes of respondents' essential to understand driving behavior and practice. The gathered information will unveil facts about drivers' opinions, knowledge, level of awareness and attitudes regarding impaired driving, speed driving, occupant protection in all seating positions and distracted driving perception of risk such as getting caught by police (enforcement), safety and the effect of the prevention messages. By analyzing results, drivers' opinion will take into consideration on decision-making. This feedback will allow PRTSC to compare results over time. Will develop five (5) Behavior and Attitudinal Surveys to acknowledge safety practice as follows:</p> <ul style="list-style-type: none"> • Primary Audience: registered drivers ages 25-34; • Secondary Audience: registered drivers ages 18-24 • Primary Zone: Metropolitan • Design: PRTSC will contract a specialized market research firm with all credentials and licenses as it will be more cost effective than to hire personnel for this once-a-year task. All Federal and State's contracting laws and regulations will be strictly in observance. • Strategy: the study will include questions based upon self-reported behavior, media awareness and enforcement awareness. • Tactic: online and/or mobile surveys • Periods <ul style="list-style-type: none"> ▪ Car Seat and Booster Seat Usage: October-November 2025 ▪ Speed and Aggressive Driving: August-September 2026



	<ul style="list-style-type: none"> Alcohol & Drug Impaired Driving: January-February 2026 Distracted Driving: June-July 2026 Seatbelt Usage: July-August 2026 		
Performed Location	State Highway Safety Office		
Federal funding source (s)	BIL NHTSA 402		
Project Agreement Number	26-03-37		
Subrecipient(s)	Puerto Rico Traffic Safety Commission		
Organization type	State Agency		
Amount of Federal Funds	\$99,000.00		
Eligible Use of Funds		GTS Code	
	Traffic Enforcement Services	PT	
Planning and Administration	No		
Whether the project is a promised project	No		
The countermeasure strategy or strategies for programming funds	PTS-5: Driver Behavior and Attitudinal Surveys		



Program Area: Planning and Administration

Updates to Triennial Highway Safety Plan (3HSP) by Program

Countermeasure Strategy for Programming Funds

Puerto Rico established identified one general strategy for the Planning & Administration Program area:

- Strategy PA-1: 1: Planning & Administration

Performance Measure and Target

The following performance targets were selected for the Planning and Administration Program area:

- Strengthen PRISC role in setting goals and priorities for the state's highway safety program.
- Identify highway safety problems and solutions to reduce fatalities and injuries crashes on roadways.
- Provide direction, guidance, and assistance to support the efforts of public and private partners to improve highway safety.
- Develop and maintain policies and procedures that provide for the effective, efficient and economical operation of the highway safety program.
- Continue to expand technology as a means to disseminate traffic safety information and using the internet to disseminate safety information.
- Coordinate and provide training opportunities and programs for Puerto Rico traffic safety professionals.
- Support the use of performance

Problem Identification Related to Targets

A comprehensive review of the Puerto Rico Traffic Safety Commission (PRISC) has identified key structural and operational challenges that impede optimal program delivery and compliance with federal grant administration requirements:

1. Outdated Policies and Procedures (P&P) Manual

The current manual, last revised in 2020, does not reflect the updated regulatory framework introduced by the Bipartisan Infrastructure Law (BIL) and the revised Uniform Procedures under 23 CFR Part 1300. This gap negatively impacts the consistency and transparency of internal operations, particularly in areas such as travel authorizations and project solicitation.

2. Fund Liquidity and Process Complexity with ACA

The administration of federal funds is through the Automobile Accident Compensation Administration (ACA), as required by local regulations, introduces a unique and complex layer to fund disbursement procedures. While coordination with ACA has improved, the process remains vulnerable to internal delays, staffing limitations, and procedural inefficiencies, affecting program timelines.

3. Manual Grant Administration System

PRISC continues to operate using a paper-based system for managing grant applications, claims, and performance reports. This approach has led to inefficiencies, increased risk of documentation errors, and reimbursement delays some exceeding 90 days, as identified in the NHTSA Management Review FFY 2021-2023.

Adjustments to Countermeasure Strategies for Programming Funds

To address these issues and align with federal requirements under 23 CFR §1300.12, PRTSC will implement the following countermeasures and programmatic adjustments within the Planning and Administration area:

1. **Modernize the P&P Manual**
 - Fully revise the P&P Manual to align with current federal regulations, including BIL and 23 CFR Part 1300.
 - Incorporate standardized policies for travel authorizations, project solicitation, monitoring and internal controls.
 - Establish a recurring annual deadline to ensure timely review and updates of the Manual.
2. **Improve Fund Flow Coordination with ACAA**
 - Develop and formalize streamlined operating protocols in collaboration with ACAA.
 - Implement written contingency plans to mitigate delays caused by internal ACAA challenges or staff shortages.
 - Standardize communication and fund transfer procedures to reduce administrative uncertainty and accelerate reimbursements.
3. **Implement an Electronic Grants Management System (e-Grants)**
 - Transition from manual to digital workflows for grant application, reporting, claims submission, and payment processing.
 - Improve efficiency, reduce administrative burden, and expedite reimbursement timelines through process automation and enhanced tracking.
4. **Strengthening Staff Development and Capacity Building**
 - Promote internal training and capacity-building initiatives to improve staff knowledge in federal grant regulations, project oversight, and performance monitoring.
 - Ensure ongoing access to technical assistance, webinars, and online resources provided by NHTSA or other federal partners.
 - Foster a culture of continuous improvement and professional growth across programmatic, monitoring, and administrative functions.

These strategic adjustments are essential for addressing current limitations and positioning Puerto Rico's highway safety program for long-term operational efficiency, transparency, and federal compliance.

Changes to Performance Plan

No new performance measures have been added in the Planning and Administration Program area.

Project and Subrecipient Information

Project Name	Administer Program
Project Description	This project supports the core administrative and operational functions of the PRTSC, serving as the State Highway Safety Office. Federal funds will be used to support eligible costs related to the effective administration, oversight, and compliance of federally funded traffic safety programs.

	<p>Expenses under this project include the salary and fringe benefits of one full-time federal accounting clerk/preventive officer, office supplies, equipment rental and purchase, consulting services, single audits, and other essential administrative costs. These funds will also cover in-state and out-of-state travel and per diem for participation in highway safety training, conferences, meetings, and federally supported capacity-building initiatives.</p> <p>A key objective for FFY 2026 is the implementation of an Electronic Grants Management System (e-Grants) to streamline the application, monitoring, reporting, and reimbursement processes. This system will improve internal efficiency, reduce paper-based workflows, and enhance data accuracy and timeliness in grant administration.</p> <p>In parallel, the project will support staff development and capacity building across programmatic and administrative units. This includes access to professional development opportunities, technical training, and tools that strengthen internal competencies in federal grant regulations, performance-based management, and program oversight.</p> <p>Additional eligible costs may include IT services, technology platform subscriptions, insurance, and memberships essential for operational continuity and modernization.</p> <p>For FFY 2026, this project will be funded through a split allocation of federal funds from Section 402PA (52%) and Sections 164/154PA (48%), ensuring the sustainability of foundational administrative functions and strategic modernization efforts.</p>		
Performed Location	State Highway Safety Office		
Federal funding source (s)	BIL NHTSA 402 BIL 154 Transfer Funds BIL 164 Transfer Funds		
Project Agreement Number	26-04-03 (PA) 26-04-09 (154PA / 164PA)		
Subrecipient(s)	Puerto Rico Traffic Safety Commission		
Organization type	State Agency		
Amount of Federal Funds	BIL NHTSA 402 - \$220,949.00 BIL 154/164 Transfer Funds - \$203,953.00 TOTAL: \$424,902.00		
Eligible Use of Funds		GTS Code	
	Planning and Administration	PA	
	154 Planning and Administration	154PA	
	164 Planning and Administration	164PA	
Planning and Administration	Yes		

Whether the project is a promised project	No
The countermeasure strategy or strategies for programming funds	PA-1: Planning and Administration

Project Name	Evaluate HSP Tasks (Monitoring Specialist)
Project Description	<p>Funding will be allocated for two Federal Monitoring Specialists responsible for overseeing the operational and fiscal activities of all approved projects supported by federal funds. This funding will support the following responsibilities:</p> <ul style="list-style-type: none"> • Evaluating and monitoring federally funded projects to ensure compliance with all applicable requirements, laws, and regulations. • Providing technical assistance and guidance to sub-grantees to ensure the effective implementation of programs and projects in alignment with established objectives and performance-based strategies. • Reviewing documentation, preparing reports, conducting risk assessments, and analyzing quarterly and semi-annual progress and financial reports to ensure the proper and compliant use of federal and state funds. • Conducting on-site visits to observe project activities and operations, verify compliance, and assess overall implementation effectiveness. • Ensuring that sub-grantees adhere to all relevant federal and state regulations and policies during the execution of their programs. • Preparing detailed monitoring reports, documenting findings, and offering recommendations to enhance project performance and the responsible use of federal funds. • Collaborating with agencies, municipalities, and other entities to ensure proper oversight, coordination, and alignment of federally funded initiatives. <p>Federal Monitoring Specialists play a vital role in maintaining transparency, accountability, and the effective use of public funds in achieving the intended safety outcomes of federally supported programs.</p> <p>Eligible project costs include salaries, fringe benefits, local and out-of-state travel, training, supplies, and equipment necessary to support monitoring activities.</p>
Performed Location	State Highway Safety Office



Federal funding source (s)	BIL NHTSA 402		
Project Agreement Number	26-04-02 26-04-12		
Subrecipient(s)	Puerto Rico Traffic Safety Commission		
Organization type	State Agency		
Amount of Federal Funds	\$123,000.00		
Eligible Use of Funds		GTS Code	
	Planning and Administration	PA	
Planning and Administration	Yes		
Whether the project is a promised project	No		
The countermeasure strategy or strategies for programming funds	PA-1: Planning and Administration		

Project Name	Evaluate HSP Tasks (DUI Monitoring Specialists)
Project Description	<p>Funding will be allocated for two DUI Monitoring Specialists, who will be responsible for overseeing the operational and fiscal activities of all projects related to impaired driving that are supported with federal funds. This funding will continue to support the following responsibilities:</p> <ul style="list-style-type: none"> • Evaluating and monitoring federally funded impaired driving projects to ensure compliance with applicable federal and state requirements and regulations. • Providing technical assistance and guidance to sub-grantees of federal funds to ensure proper implementation of DUI-related programs and projects, aligned with established goals and evidence-based strategies. • Reviewing documents, preparing reports, conducting risk analyses, and evaluating quarterly and semi-annual progress and financial reports to ensure proper and compliant use of federal and state funds. • Conducting on-site visits to projects funded by federal DUI program funds to observe operations and verify proper implementation. • Ensuring that sub-grantees adhere to all applicable laws, regulations, and policies related to DUI program implementation.



	<ul style="list-style-type: none"> Preparing detailed reports and documentation on monitoring activities, findings, and recommendations to enhance the effective use of federal resources. Collaborating closely with government agencies, municipalities, and other entities to ensure effective supervision, coordination, and alignment of federally funded DUI initiatives. <p>DUI Monitoring Specialists play a critical role in ensuring transparency, accountability, and the effective use of federal resources to reduce impaired driving and achieve targeted safety outcomes.</p> <p>The funding will cover expenses related to their salaries, fringe benefits, local and out-of-state travel, training, supplies, and any necessary equipment to carry out their monitoring functions effectively.</p>		
Performed Location	State Highway Safety Office		
Federal funding source (s)	BIL 154 Transfer Funds BIL 164 Transfer Funds		
Project Agreement Number	26-04-07		
Subrecipient(s)	Puerto Rico Traffic Safety Commission		
Organization type	State Agency		
Amount of Federal Funds	\$126,000.00		
Eligible Use of Funds		GTS Code	
	154 Planning and Administration	154PA	
	164 Planning and Administration	164PA	
Planning and Administration	Yes		
Whether the project is a promised project	No		
The countermeasure strategy or strategies for programming funds	PA-1: Planning and Administration		
Project Name	Federal Program Development and Compliance Officer		
Project Description	The Federal Program Development and Compliance Officer is part of the Planning and Coordination Division, which is responsible for administering federal funds granted by the National Highway Traffic Safety Administration. This officer serves as one of the key liaisons between the PRISC and NHTSA Region 2, providing technical and strategic guidance in the areas of		



	<p>program planning, grant administration, fund control, compliance oversight, and performance evaluation.</p> <p>The officer actively participates in the review and recommendation of all projects and funding proposals to ensure compliance with federal requirements and alignment with highway safety priorities. Responsibilities include the development of key documents such as the Triennial Highway Safety Plan (3HSP), Annual Grant Application, and Annual Report, which require thorough problem identification, performance goal setting, and strategic analysis.</p> <p>Throughout the fiscal year, the officer oversees the full grant lifecycle from project proposal review and contract execution to performance monitoring, report evaluation, and grant closeout. The grant closeout and annual reporting period spans from October to late January, coinciding with new proposal evaluations and coordination of initial monitoring visits.</p> <p>The officer also collaborates with the Communications Division, reviewing campaign themes, materials, and aligning media plans with the strategies outlined in the Highway Safety Program. Responsibilities include:</p> <ul style="list-style-type: none"> ➤ Evaluation of quarterly and annual project reports. ➤ Participation in executive meetings, project team discussions, and consultant follow-ups. ➤ Reviewing invoices and verifying completion of tasks prior to payment authorization. ➤ Approving supply requests, project budgets, and contract justifications. ➤ Delivering public presentations and facilitating internal staff training. ➤ Serving as a member of the TRCC, task forces, and the SHSP Steering Committee. ➤ Reviewing federal vouchers and ensuring compliance with NHTSA's financial and administrative guidelines. <p>This project's funding will cover salaries, fringe benefits, equipment, training, out-of-state and local travel, and other related expenses. The program will be supported through a split-funding structure: Section 402 (52%) and BIL 164/154AL (48%).</p>
Performed Location	State Highway Safety Office
Federal funding source (s)	BIL NHTSA 402 164 Transfer Funds
Project Agreement Number	26-04-13 (PA) 26-04-14 (164PA / 154PA)
Subrecipient(s)	Puerto Rico Traffic Safety Commission
Organization type	State Agency
Amount of Federal Funds	BIL NIHTSA 402 – \$54,205.00



	BIL 164 / BIL 154 Transfer Funds - \$50,040.00	
	TOTAL: \$104,245.00	
Eligible Use of Funds		GTS Code
	Planning and Administration	PA
	164 Planning and Administration	164PA
	154 Planning and Administration	154PA
Planning and Administration	Yes	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	PA-1: Planning and Administration	



Program Area: Occupant Protection (Adult and Child Passenger Safety)

Updates to Triennial Highway Safety Plan (3HSP) by Program

Countermeasure Strategy for Programming Funds

Puerto Rico developed five comprehensive countermeasure strategies for Occupant Protection Program area in the FFY 2024-2026 Triennial HSP. These well-thought-out strategies effectively address the issues identified in the problem identification process and guide the implementation of targeted projects.

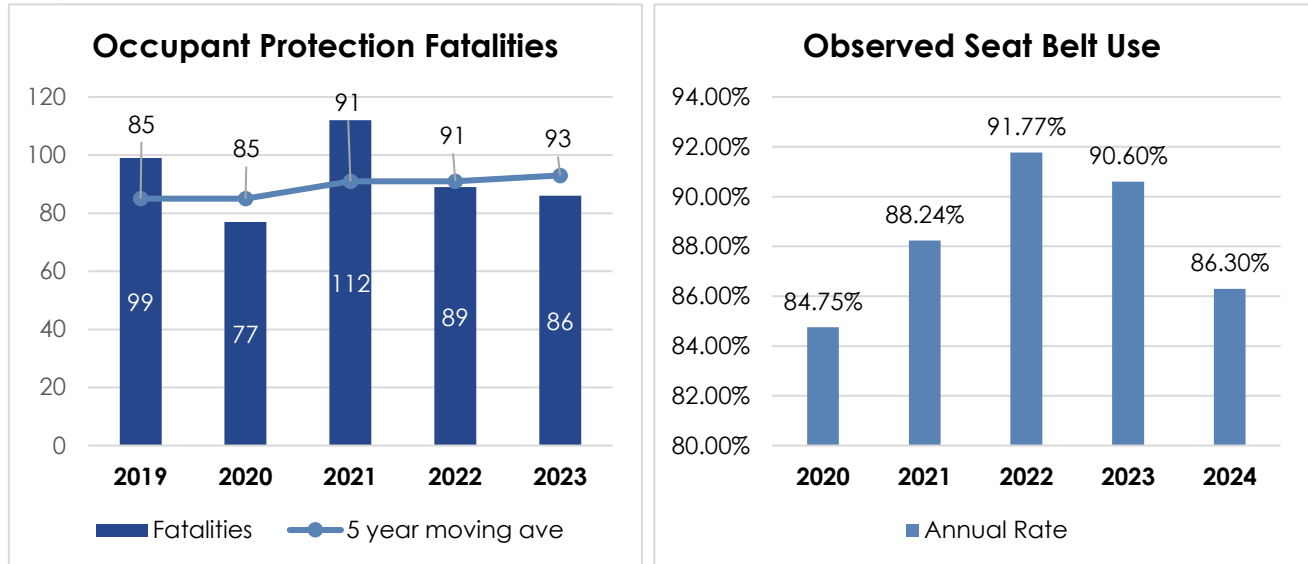
- **Strategy OP-1:** Child Restraint System Inspection Stations
- **Strategy OP-2:** Training Child Passenger Safety Technicians & Car Seat Education & Events and Distribution Programs
- **Strategy OP-3:** High Visibility Seat Belt Law Enforcement
- **Strategy OP-4:** Research, evaluation, and analytical support for the Performance-Based Occupant Protection Program in Puerto Rico
- **Strategy OP-5:** Highway Safety Office Program Management (OP)

Performance Measure and Target

Two performance measures were established for the Occupant Protection Program. Below are the performance targets for the measures and an evaluation of the progress made towards achieving these targets:

Performance Measure	C-4 Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)
Performance Target	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 1.5% from 91.4 (2018-2022 RA) to 90.0 (2022-2026 RA) by 2026.
Assessment of Progress	The five-year rolling average for unrestrained passenger vehicle occupant fatalities has continued to increase, rising from 85 in 2019 to 93 in 2023. This upward trend indicates that the target of 90.0 fatalities or fewer by 2026 is not currently on track to be met. Targeted enforcement, community-based education, and high-visibility campaigns remain essential to reversing this trend and improving seat belt use compliance.

Performance Measure	B-1 Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)
Performance Target	passenger vehicles, front seat outboard occupants by .70% from a current safety level of 91.80% by 92.50% by December 31, 2026.
Assessment of Progress	As of 2023, the observed seat belt use rate was 92.50%, matching the performance target set for December 31, 2026. This places the measure in progress, with current data indicating that the goal is within reach. However, a decline observed in 2024 (86.30%) suggests the need for renewed educational and



Problem Identification Related to Targets That Are Not on Track to Be Met

Since the target for reducing unrestrained passenger vehicle occupant fatalities is not on track to be met, the following key findings were identified for 2023:

- Motor vehicle occupants who were killed or injured were more likely to be unrestrained when alcohol or speed was involved in the crash.
- 80% of the unrestrained motor vehicle occupants killed in crashes were male.
- Statistics show that of the 86 vehicle occupants who lost their lives on our roads in 2023, 28% were not wearing seatbelts at the time of the crash.
- 25% of the unrestrained motor vehicle occupants killed were between 25-34 years old; 18% were between 16-24 years old.
- The highest proportions of unrestrained motor vehicle occupant fatalities by day of the week occurred on Saturday with 26%.
- Of the 86 fatalities recorded during the analysis period related to the unrestrained, 80 (91%) occurred between 10:00 am and 6:00 am the following day, indicating a high concentration during nighttime and early morning hours. Specifically, 20 fatalities occurred between 10:00am and 5:59pm, 20 between 6:00pm and 9:59 pm, 20 between 10:00pm and 1:59am and 20 between 2:00 am and 5:59 am.

Adjustments to Countermeasure Strategies for Programming Funds

The following adjustment will be made to a selected strategy in Puerto Rico's FFY 2024-2026 Triennial HSP to support reductions in occupant protection fatalities.

- **Strategy OP-3: High Visibility Seat Belt Law Enforcement - Adjustment**
 - To effectively reduce fatalities, the PRTSC will continue to engage in high-impact mobilizations with the active participation of the Puerto Rico State Police and an increased involvement of Municipal Police. Additionally, we aim to ensure that law enforcement maintains consistent efforts to address seat belt compliance, even outside of designated campaigns or mobilization periods. This continuous enforcement approach will help to reinforce the importance of

seat belt use among drivers and passengers, thereby contributing to sustained reductions in fatalities.

Changes to Performance Plan

No new performance measures have been added in the Occupant Protection Program.

Project and Subrecipient Information

Project Name	Occupant Protection Observational Surveys	
Project Description	A specialized firm will be contracted to conduct observational surveys and attitude surveys to measure the effectiveness and to identify which strategies were effective and areas where it will be necessary to improve or refine proposed strategic and action plans for future campaigns. The surveys will present awareness attitudes and of respondents' essential to understanding unrestrained passengers in all seating position practice. With a non-intimidating environment, the information gathering unveils facts regarding drivers' opinions, knowledge, level of awareness, and attitudes regarding unrestrained conduct in all seating positions, perception of risks such as getting caught by the police (enforcement), safety, and the effect of the prevention messages. Obtained data and feedback will identify areas of improvement for future unrestrained passengers' strategic planning and future campaigns. Data will also be used to compare results over time. Will measure the September 2026 Child Restraint Awareness, Prevention and Educational Effort and the February 2026 and May 2026 Click It or Ticket Campaign. The parameters and regulations established by the National Highway Traffic Safety Administration (NHTSA) under the objective, will be implemented to conduct an observational survey to measure occupant protection enforcement and media campaign. The obtained information leads to double the resources and design efforts that have influenced used in activities such as design of the sample municipalities and places to conduct observations and quality control procedures and monitoring, traffic/hours when carrying out observations and observational protocol according to the number of lanes, and statistics and measurements. Per established by the guidelines, the study will be conducted in August 2026.	
Performed Location	State Highway Safety Office	
Federal funding source (s)	BIL 405b OP Low BIL 405b OP High	
Project Agreement Number	26-05-29	
Subrecipient(s)	Puerto Rico Traffic Safety Commission	
Organization type	State Agency	
Amount of Federal Funds	\$132,000.00	
Eligible Use of Funds		GTS Code



	405b Low OP Information System	M2OP	
	405b High OP Information System	M1OP	
Planning and Administration	No		
Whether the project is a promised project	No		
The countermeasure strategy or strategies for programming funds	OP-4: Research, evaluation, and analytical support for the Performance-Based Occupant Protection Program in Puerto Rico		

Project Name	Puerto Rico Fire Department - Fitting Stations		
Project Description	As part of the strategies to increase the appropriate use of child restraint systems, the PRTSC will fund projects to provide child seat inspections and child passenger safety education in collaboration with the Puerto Rico Fire Department through the coordination and operation of portable stations or community outreach events. At least 6,000 inspections will be conducted during FFY 2026.		
Performed Location	Island-wide		
Federal funding source (s)	BIL 405b OP Low BIL 405b OP High		
Project Agreement Number	26-05-43		
Subrecipient(s)	Puerto Rico Fire Department		
Organization type	State Agency		
Amount of Federal Funds	\$20,000.00		
Eligible Use of Funds		GTS Code	
	405b Low Community CPS Services	M2CPS	
	405b High Community CPS Services	M1CPS	
Planning and Administration	No		
Whether the project is a promised project	No		
The countermeasure strategy or strategies for programming funds	OP-1: Child Restraint System Inspection Stations		



Project Name	Increase Child Protection & Education								
Project Description	<p>This project will increase the number of CPS technicians trained across the Island. Conduct two (2) CPST courses, train 20 new child passenger safety technicians and conduct 6,000 inspections in the permanent fitting stations.</p> <p>This project also plans to purchase and distribute child restraint to low income and underserved population for checkpoints, fitting stations, and community programs will be funded 10% with 405(b) funds, to be distributed through PRTSC's loaning programs to a population under poverty levels.</p>								
Performed Location	State Highway Safety Office								
Federal funding source (s)	BIL 405b OP High BIL 405b OP Low								
Project Agreement Number	26-05-27								
Subrecipient(s)	Puerto Rico Traffic Safety Commission								
Organization type	State Agency								
Amount of Federal Funds	\$66,600.00								
Eligible Use of Funds	<table><tr><td></td><td>GTS Code</td></tr><tr><td>405b High Underserved CPS Programs</td><td>B1CPS_US</td></tr><tr><td>405b Low Underserved CPS Programs</td><td>B2CPS_US</td></tr></table>				GTS Code	405b High Underserved CPS Programs	B1CPS_US	405b Low Underserved CPS Programs	B2CPS_US
	GTS Code								
405b High Underserved CPS Programs	B1CPS_US								
405b Low Underserved CPS Programs	B2CPS_US								
Planning and Administration	No								
Whether the project is a promised project	No								
The countermeasure strategy or strategies for programming funds	OP-2: Training Child Passenger Safety Technicians & Car Seat Education & Events and Distribution Programs								

Project Name	Program and Services Coordination Officer (Occupant Protection Restraint)
Project Description	<p>The objective of this project is to support the administration and implementation of occupant protection initiatives through the designation of a Program and Services Coordination Officer. This individual will be responsible for planning, coordinating, monitoring, and evaluating activities related to occupant protection and restraint system programs, ensuring full compliance with federal and state regulations, as well as adherence to performance measures outlined in the Highway HSP.</p>



	<p>The coordinator's position will be funded at 85% through this occupant protection project and 15% through the Distracted Driving Program, in accordance with federal cost allocation principles. The Program and Services Coordination Officer plays a vital role in strengthening partnerships, enhancing data-driven decision-making, promoting the use of child safety seats and seat belts, and contributing to the overall reduction of traffic-related injuries and fatalities.</p> <p>Project costs will include salaries and benefits, contractual services, supplies, out-of-state and local travel, and other direct costs necessary for effective program implementation. These resources will support training, technical assistance, stakeholder engagement and equipment procurement.</p>		
Performed Location	State Highway Safety Office		
Federal funding source (s)	BIL NHTSA 402		
Project Agreement Number	26-05-03		
Subrecipient(s)	Puerto Rico Traffic Safety Commission		
Organization type	State Agency		
Amount of Federal Funds	\$57,000.00		
Eligible Use of Funds		GTS Code	
	Safety Belts	OP	
Planning and Administration	No		
Whether the project is a promised project	No		
The countermeasure strategy or strategies for programming funds	OP-5: Highway Safety Office Program Management (OP)		

Project Name	Seat Belt & CIOT Enforcement Mobilization
Project Description	<p>This project has the purpose to increase seat belt use and educate the public on the impact proper seatbelt use has had on reducing injuries and fatalities in motor vehicle crashes. Based in this data, PRTSC plan to conduct (2) Mobilizations on the hours of 2:00 pm - 6:00 pm (Daytime) and - 6:00 pm to 10:00 pm (Nighttime), the Click It or Ticket campaigns will be conducted from February 9-15, 2026, and another from May 18-31, 2026. Funds will be provided to the State and municipal law enforcement agencies to implement seat belt saturation and/or tactical overtime patrols. State and municipal police forces will receive funds to participate in enforcement efforts. Costs include overtime hours, fringe benefits. For both mobilizations, greater</p>



	<p>participation will be requested in the geographic areas in which at least 70 percent of the unrestrained passenger vehicle occupant fatalities, combined fatalities, and serious injuries occurred. Also, the municipal police participating in the mobilization will impact 70% of the urban population and 30% of the rural area. On the other hand, the PRPD will impact 100% of the population (urban & rural area). This type of enforcement has proven to be an effective mechanism to maintain awareness of these matters of road safety.</p>
Performed Location	Island-wide & Municipalities throughout the Commonwealth
Federal funding source (s)	<p>BIL NHTSA 402</p> <p>BIL 405b OP High</p>
Project Agreement Number	26-05-XX
Subrecipient(s)	<p>*Municipal Polices & PRPD (Traffic Bureau)</p> <ol style="list-style-type: none"> 1. TE Puerto Rico Police Department 2. TE Municipal Police Aguadilla 3. TE Municipal Police Arecibo 4. TE Municipal Bayamon 5. TE Municipal Barceloneta 6. TE Municipal Caguas 7. TE Municipal Camuy 8. TE Municipal Carolina 9. TE Municipal Cataño 10. TE Municipal Cidra 11. TE Municipal Corozal 12. TE Municipal Florida 13. TE Municipal Guaynabo 14. TE Municipal Guayama 15. TE Municipal Hatillo 16. TE Municipal Humacao 17. TE Municipal Isabela 18. TE Municipal Moca 19. TE Municipal Morovis 20. TE Municipal Ponce 21. TE Municipal Quebradillas 22. TE Municipal Sabana Grande 23. TE Municipal San Germán 24. TE Municipal San Juan 25. TE Municipal Salinas 26. TE Municipal Toa Alta 27. TE Municipal Toa Baja 28. TE Municipal Utuado 29. TE Municipal Vega Baja 30. TE Municipal Yauco <p>* The list of subrecipients is preliminary, as it is subject to the availability of resources for mobilizations, such as personnel, budget, and vehicles.</p>
Organization type	State Agency & Local Agencies



Amount of Federal Funds	\$500,000.00	
Eligible Use of Funds		GTS Code
	Safety Belts	OP
	405b High HVE	M1HVE
	405b Low HVE	M2HVE
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	OP-3: High Visibility Seat Belt Law Enforcement	



Program Area: Community Traffic Safety Program

Updates to Triennial Highway Safety Plan (3HSP) by Program

Countermeasure Strategy for Programming Funds

Puerto Rico developed two comprehensive countermeasure strategies for Community Traffic Safety Program in the FFY 2024-2026 Triennial HSP. These well-thought-out strategies effectively address the issues identified in the problem identification process and guide the implementation of targeted projects.

- **Strategy CP-1:** Community Traffic Safety Prevention and Education Programs
- **Strategy CP-2:** Highway Safety Office Program Management (CP)

Performance Measure and Target

Twelve performance measures were established for the Community Traffic Safety Program. Below are the performance targets for the measures and an evaluation of the progress made towards achieving these targets:

Performance Measure	C-1 Traffic Fatalities (FARS)
Performance Target	Reduce total fatalities by 2.5% from 289.4 (2018-2022 RA) to 282.2 (2022-2026 RA) by 2026.
Assessment of Progress	The five-year rolling average for total traffic fatalities has shown an upward trend, increasing from 282 in 2020 to 289 in 2023. Based on data from 2019 to 2023, the five-year average remains at 289 fatalities, which matches the previous baseline and indicates that the performance target of 282.2 by 2026 is not on track to be met. To address this, Puerto Rico will enhance its coordinated efforts across program areas such as impaired driving, speed enforcement, occupant protection, and pedestrian safety to reverse the trend and work toward a sustained reduction in overall fatalities.

Performance Measure	C-2 Serious Injuries in Traffic Crashes
Performance Target	Reduce total fatalities by 1% from 569.6 (2018-2022 RA) to 563.9 (2022-2026 RA) by 2026.
Assessment of Progress	The 5-year rolling average for serious injuries in traffic crashes increased to 597.4 in 2023, compared to the baseline of 569.6 (2018–2022 RA). This upward trend, reflected by yearly injury counts above 630 for the past three years (2021–2023), indicates that the current efforts have not been sufficient to reverse the increase in serious injuries. Additional targeted interventions and enforcement strategies will be needed to steer progress toward the goal of 563.9 by 2026.

Performance Measure	C-4 Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)
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Performance Target	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 1.5% from 91.4 (2018-2022 RA) to 90.0 (2022-2026 RA) by 2026.
Assessment of Progress	The five-year rolling average for unrestrained passenger vehicle occupant fatalities has continued to increase, rising from 85 in 2019 to 93 in 2023. This upward trend indicates that the target of 90.0 fatalities or fewer by 2026 is not currently on track to be met. Targeted enforcement, community-based education, and high-visibility campaigns remain essential to reversing this trend and improving seat belt use compliance.

Performance Measure	C-5 Alcohol-Impaired Driving Fatalities (FARS)
Performance Target	Reduce alcohol-impaired driving fatalities by 3.5% from 98.6 (2017-2021 RA) to 95.1 (2022-2026 RA) by 2026.
Assessment of Progress	The five-year rolling average for alcohol-impaired driving fatalities has shown a consistent, though modest, downward trend between 2021 and 2023, moving from 99 to 91. This indicates that efforts to reduce alcohol-related fatalities are yielding results. With a performance target of 95.1 set for 2026, the most recent five-year average of 91 (as of 2023) demonstrates that Puerto Rico is not only on track to meet the target but is currently exceeding it. Continued focus on evidence-based countermeasures and enforcement strategies will be essential to sustain and build upon this progress.

Performance Measure	C-6 Speeding-Related Fatalities (FARS)
Performance Target	Reduce speeding-related fatalities by 2.5% from 89.6 (2018-2022 RA) to 87.4 (2022-2026 RA) by 2026.
Assessment of Progress	The five-year rolling average for speeding-related fatalities has shown a continued upward trend, increasing from 84 in 2020 to 90 in 2022 and reaching 96 in 2023. This trajectory indicates that the performance target of 87.4 fatalities by 2026 is not currently on track to be met. The persistent rise in fatalities underscores the need for enhanced enforcement, targeted public awareness campaigns, and data-driven interventions to reverse this trend and improve roadway safety outcomes.

Performance Measure	C-7 Motorcyclist Fatalities (FARS)
Performance Target	Reduce motorcyclist fatalities by 1.5% from 49.2 (2018-2022 RA) to 48.5 (2022-2026 RA) by 2026.
Assessment of Progress	The five-year rolling average for motorcyclist fatalities continues to trend upward, reaching 58 in 2023, up from 45 in 2021 and 51 in 2022. Despite a reduction in annual fatalities in 2022, the overall trend remains above the performance target of 48.5 for

	2026. Therefore, this measure is not currently on track to be met. Reversing this trend will require sustained enforcement, public awareness campaigns, and targeted training initiatives for both riders and drivers.
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Performance Measure	C-8 Unhelmeted Motorcyclist Fatalities (FARS)
Performance Target	Reduce unhelmeted motorcyclist fatalities by 4.0% from 29.2 (2018-2022 RA) to 28.0 (2022-2026 RA) by 2026.
Assessment of Progress	The five-year moving average for unhelmeted motorcyclist fatalities remains elevated at 28 in 2023—the same value as in 2021—and continues to reflect an upward trend. With the target set at 28.0 by 2026, the lack of consistent decline suggests this measure is not on track to meet its goal. Enhanced enforcement of helmet laws, along with focused education and outreach efforts, are essential to reduce these preventable fatalities.

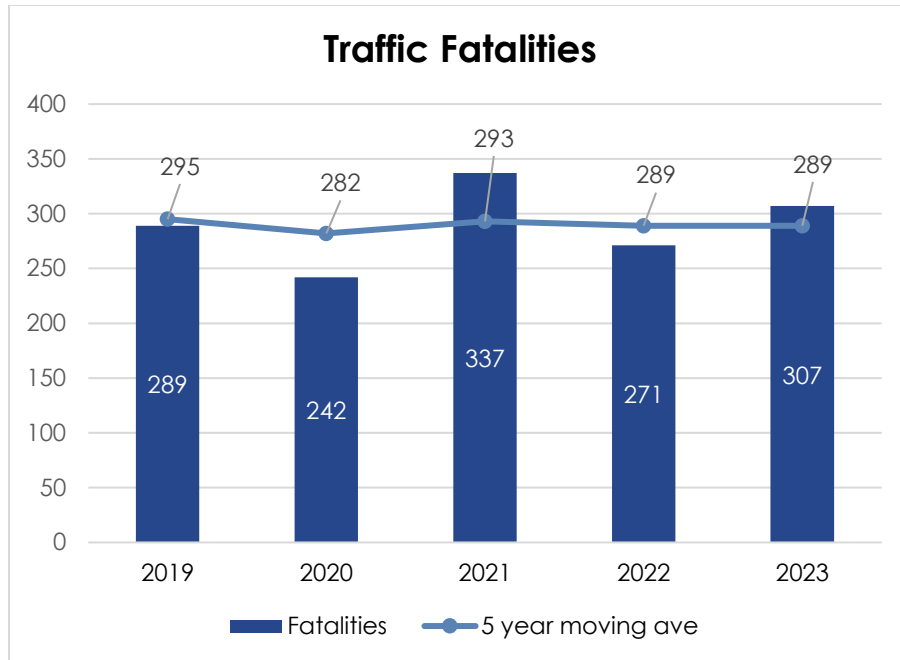
Performance Measure	C-9 Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)
Performance Target	Reduce drivers age 20 and younger involved in fatal crashes by 2.0% from 27.6 (2017-2021 RA) to 27.0 (2022-2026 RA) by 2026.
Assessment of Progress	The five-year rolling average for drivers aged 20 or younger involved in fatal crashes has remained relatively stable, fluctuating between 26 and 28 from 2019 through 2023. The most recent average for 2023 is 27, equal to the target value set for 2026. Although this suggests that the measure is currently in progress, the lack of a consistent downward trend indicates that the target may still be at risk. Sustained efforts focused on young driver education, enforcement, and risk-awareness campaigns will be necessary to ensure the target can be met and maintained.

Performance Measure	C-10 Pedestrian Fatalities (FARS)
Performance Target	Reduce pedestrian fatalities by 2.0% from 87.6 (2018-2022 RA) to 85.8 (2022-2026 RA) by 2026.
Assessment of Progress	The five-year rolling average for pedestrian fatalities has continued to decrease, falling from 94 in 2021 to 81 in 2023. With the 2026 target set at 85.8 fatalities, the current rolling average of 81.4 indicates that Puerto Rico is on track to meet its goal. This downward trend reflects the positive impact of ongoing pedestrian safety efforts, including infrastructure improvements, education campaigns, and targeted enforcement in high-risk areas.

Performance Measure	C-11 Bicyclist Fatalities (FARS)
Performance Target	Reduce bicyclist fatalities by 5% from 9.8 (2017-2021 RA) to 9.3 (2022-2026 RA) by 2026.
Assessment of Progress	The five-year rolling average for bicyclist fatalities has shown an upward trend, rising from 9.0 in 2020 to 10.0 in 2023. This trajectory indicates that the performance target of 9.3 fatalities by 2026 is not on track to be met. Despite steady annual fatality counts, the moving average remains elevated due to higher values in recent years. Puerto Rico will reinforce its bicycle safety initiatives through infrastructure enhancements, community engagement, and enforcement strategies to reverse this trend.

Performance Measure	C-12 Youth Impaired Driving Fatalities (FARS)
Performance Target	Reduce youth alcohol impaired driving fatalities by 5.0% from 18.8 (2016-2020 RA) to 17.9 (2022-2026 RA) by 2026.
Assessment of Progress	The five-year rolling average for youth alcohol-impaired driving fatalities has demonstrated a consistent downward trend, decreasing from 22 in 2019 to 16 in 2023. This decline indicates steady progress toward the performance target. With the 2026 goal set at 17.9 fatalities, the most recent rolling average of 16 confirms that the target is not only on track but has already been met. Continued efforts to maintain and strengthen youth-focused prevention strategies will be key to sustaining this positive trend.

Performance Measure	B-1 Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)
Performance Target	passenger vehicles, front seat outboard occupants by .70% from a current safety level of 91.80% by 92.50% by December 31, 2026.
Assessment of Progress	As of 2023, the observed seat belt use rate was 92.50%, matching the performance target set for December 31, 2026. This places the measure in progress, with current data indicating that the goal is within reach. However, a decline observed in 2024 (86.30%) suggests the need for renewed educational and enforcement efforts to sustain and stabilize usage rates through 2026.



Problem Identification Related to Targets That Are Not on Track to Be Met

- Data from the Fatality Analysis Reporting System (FARS) indicates that drivers are the group most frequently involved in fatal crashes, with 100 driver fatalities reported in 2023. This is followed by 85 pedestrians, 80 motorcyclists, 28 passengers, 11 cyclists, and 1 fatality classified as "other."
- By age group, individuals between the ages of 25 and 36 represent the highest number of traffic-related fatalities overall. However, within the pedestrian group, those aged 50 and older are the most frequently killed.
- Of the 307 total traffic fatalities recorded in 2023, the majority were male, accounting for 253 fatalities (approximately 82%).
- Saturdays and Sundays are the deadliest days on the roads, with a combined total of 107 fatalities.
- The five municipalities with the highest number of fatalities in 2023 were:
 - San Juan – 26 fatalities
 - Bayamón – 17 fatalities
 - Ponce – 14 fatalities
 - Carolina, Toa Baja, and Arecibo – 11 fatalities each

Adjustments to Countermeasure Strategies for Programming Funds

The following adjustment will be made to a selected strategy in Puerto Rico's FFY 2024-2026 Triennial HSP to support the reduction of all traffic fatalities.

- **Strategy CP-1: Community Traffic Safety Prevention and Education Programs - Adjustment**
 - Collaboration with public and private organizations will be established to effectively deliver the educational message to the public, with a focus on addressing the specific needs of each program area.
 - Surveys will be conducted to assess the effectiveness of educational talks and activities.

- The impact of strategies will be enhanced according to the ranking that corresponds to the specific needs of each municipality.
- **Strategy CP-2:** Highway Safety Office Program Management (CP) – *Ajustment*
 - For FFY 2026, we propose hiring the services of a company to work on education, spreading the educational message throughout the island using virtual reality.

Changes to Performance Plan

No new performance measures have been added in the Community Traffic Safety Program.

Project and Subrecipient Information

Project Name	Community Program of Guayama
Project Description	<p>The Guayama Community Program continues to educate the public about road safety to prevent crashes, injuries and fatalities on public roads. The program carries out different strategies aimed at the PRTSC program areas of Alcohol Impaired Driving, Youth Alcohol, Occupant Protection, Pedestrian, Bicyclist, Speeding Danger, Aggressive Driving, Distracted Driving and Motorcyclist Safety. The Community Program of the Municipality of Guayama works 9 municipalities within its geographical area providing guidance on Road Safety, through educational talks, videoconferences, interactive face-to-face and virtual workshops, creation of educational pages in different social networks, participation in safety fairs, school activities, conducting training in different public and private agencies, coordination and participation in inspections to teach parents or guardians to properly install and certify that child safety seats are properly installed, among other P&E. that have to do with road safety. In addition, they participate in 4 annual group project meetings and project and event follow-up meetings. They receive road safety training, prepare reports and manage funds to ensure that the objectives and strategies set out in the project proposal are achieved. They make good use of funds. For FY2026, a new request will be made for the acquisition of an official vehicle dedicated exclusively to the program. This acquisition is justified to enhance the program's performance and will provide greater flexibility and efficiency in its operations, thereby maximizing its impact and outreach for the benefit of the community it serves. Having a dedicated vehicle will ensure a more effective and timely execution of its activities.</p> <p>The program has a coordinator and an assistant, costs are for staff salaries, fringe benefits, supplies, vehicle, vehicle maintenance, equipment and local and out of state travel expenses.</p>
Performed Location	City of Guayama, neighboring towns, and adjacent communities
Affected Communities	Yes; PP&E – Traffic safety issues concerns, problems and road safety education about trending topics

Federal funding source (s)	BIL NHTSA 402	
Project Agreement Number	26-06-11	
Subrecipient(s)	Municipality of Guayama	
Organization type	Local Agency	
Amount of Federal Funds	\$128,934.00	
Eligible Use of Funds		GTS Code
	Community Traffic Safety Programs	CP
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	CP-1: Community Traffic Safety Prevention and Education Programs	

Project Name	Community Program of Barceloneta
Project Description	<p>The Barceloneta Community Program continues to educate the public about road safety to prevent crashes, injuries and fatalities on public roads. The program carries out different strategies aimed at the PRTSC program areas of Impaired Driving, Youth Impaired Driving, Occupant Protection, Pedestrian, Bicyclist, Speeding & Aggressive Driving, Distracted Driving and Motorcyclist Safety. The Community Program of the Municipality of Barceloneta works 10 municipalities within its geographical area, providing guidance on Road Safety through educational talks, videoconferences, interactive face-to-face and virtual workshops, creating educational pages in different social networks, participating in safety fairs, school activities, conducting training in different public and private agencies, coordinating and participating in inspections to teach parents or guardians to correctly install and certify that child safety seats are properly installed, among other P&E. The CP Barceloneta intends to acquire new equipment to complement the activities and make them more interactive, that has to do with road safety. In addition, they participate in 4 annual group project meetings and project and event follow-up meetings. They receive road safety training, report and manage funds to ensure that the objectives and strategies set out in the project proposal are achieved. They make good use of funds.</p>

	The program has a one coordinator and one assistant, costs are for staff salaries, fringe benefits, supplies, equipment, vehicle maintenance, and local and out-of-state travel expenses.	
Performed Location	City of Barceloneta, neighboring towns, and adjacent communities	
Affected Communities	Yes; PP&E – Traffic safety issues concerns, problems and road safety education about trending topics	
Federal funding source (s)	BIL NHTSA 402	
Project Agreement Number	26-06-15	
Subrecipient(s)	Municipality of Barceloneta	
Organization type	Local Agency	
Amount of Federal Funds	\$81,892.00	
Eligible Use of Funds		GTS Code
	Community Traffic Safety Programs	CP
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	CP-1: Community Traffic Safety Prevention and Education Programs	

Project Name	Community Program of Isabela
Project Description	The Isabela Community Program focuses on education by bringing the message of road safety to the public to prevent crashes, injuries and deaths on public roads. The program carries out different strategies aimed at the PRTSC program areas of Impaired Driving, Youth Impaired Driving, Occupant Protection, Pedestrian, Bicyclist, Speeding & Aggressive Driving, Distracted Driving and Motorcyclist Safety. The Community Program of the Municipality of Isabela works 8 municipalities within its geographic area conducting orientations on Road Safety, through educational talks, videoconferences, face-to-face and virtual interactive workshops, create educational pages in different social networks, participate in safety fairs, school activities, conduct trainings in different public and private agencies, coordinate and participate in inspections to teach parents or guardians to correctly install and certify that child safety seats are correctly installed, among other P&E. that have to do with road safety. For the next fiscal year, CP Isabela intends to acquire new equipment to carry the educational message in



	<p>a more interactive way in all its activities. In addition, they participate in 4 annual group project meetings and project and event follow-up meetings. They receive road safety training, report and manage funds to ensure that the objectives and strategies set out in the project proposal are achieved. They make good use of funds. For FY2026, a new request will be made for the acquisition of an official vehicle dedicated exclusively to the program. This acquisition is justified to enhance the program's performance and will provide greater flexibility and efficiency in its operations, thereby maximizing its impact and outreach for the benefit of the community it serves. Having a dedicated vehicle will ensure a more effective and timely execution of its activities.</p> <p>The program has one coordinator and one assistant, costs are for staff salaries, fringe benefits, supplies, vehicle, vehicle maintenance, equipment maintenance, and local and out-of-state travel expenses.</p>		
Performed Location	City of Isabela, neighboring towns, and adjacent communities		
Affected Communities	Yes; PP&E – Traffic safety issues concerns, problems and road safety education about trending topics		
Federal funding source (s)	BIL NHTSA 402		
Project Agreement Number	26-06-21		
Subrecipient(s)	Municipality of Isabela		
Organization type	Local Agency		
Amount of Federal Funds	\$112,599.00		
Eligible Use of Funds		GTS Code	
	Community Traffic Safety Programs	CP	
Planning and Administration	No		
Whether the project is a promised project	No		
The countermeasure strategy or strategies for programming funds	CP-1: Community Traffic Safety Prevention and Education Programs		

Project Name	Community Program of Sabana Grande
Project Description	The Sabana Grande Community Program focuses on educating by bringing the message of road safety to the public to prevent crashes, injuries and deaths on public roads. The program carries out different strategies aimed at the PRISC program areas of Impaired Driving, Youth Impaired Driving, Occupant Protection, Pedestrian, Bicyclist, Speeding & Aggressive Driving, Distracted



	<p>Driving and Motorcyclist Safety. The Community Program of the Municipality of Sabana Grande works 7 municipalities within its geographic area conducting orientations on Road Safety, through educational talks, videoconferences, face-to-face and virtual interactive workshops, different social networks, participate in safety fairs, school activities, conduct trainings in different public and private dependencies, coordinate and participate in inspections to teach parents or guardians to correctly install and certify that child safety seats are correctly installed, among other P&E. that have to do with road safety. In addition, educational pages for this fiscal year, the CP Sabana Grande intends to acquire new distraction, alcohol and motor equipment, so that its activities are more interactive and easier to understand when it comes to delivering the educational message. In addition, they participate in 4 annual group project meetings and follow-up meetings for projects and events. They receive road safety training, report and manage funds to ensure that the objectives and strategies set out in the project proposal are achieved. They make good use of funds.</p> <p>The program has a coordinator and an assistant, costs are for staff salaries, fringe benefits, supplies, equipment, vehicle maintenance and local and out-of-state travel expenses.</p>	
Performed Location	City of Sabana Grande, neighboring towns, and adjacent communities	
Affected Communities	Yes; PP&E – Traffic safety issues concerns, problems and road safety education about trending topics	
Federal funding source (s)	BIL NHTSA 402	
Project Agreement Number	26-06-22	
Subrecipient(s)	Municipality of Sabana Grande	
Organization type	Local Agency	
Amount of Federal Funds	\$88,775.00	
Eligible Use of Funds		GTS Code
	Community Traffic Safety Programs	CP
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	CP-1: Community Traffic Safety Prevention and Education Programs	



Project Name	Community Program of San Germán		
Project Description	<p>The San Germán Community Program focuses on educating by bringing the message of road safety to the public to prevent crashes, injuries and deaths on public roads. The program carries out different strategies aimed at the PRTSC program areas of Impaired Driving, Youth Impaired Driving, Occupant Protection, Pedestrian, Bicyclist, Speeding & Aggressive Driving, Distracted Driving and Motorcyclist Safety. The Community Program of the Municipality of San Germán works 8 municipalities within its geographic area conducting orientations on Road Safety, through educational talks, videoconferences, face-to-face and virtual interactive workshops, create educational pages in different social networks, participate in safety fairs, school activities, conduct trainings in different public and private dependencies, coordinate and participate in inspections to teach parents or guardians to correctly install and certify that child safety seats are correctly installed, among other P&E that have to do with road safety. In addition, they participate in 4 annual group project meetings and project and event follow-up meetings. They receive road safety training, report and manage funds to ensure that the objectives and strategies set out in the project proposal are achieved. They make good use of funds.</p> <p>The program has a one coordinator and one assistant, costs are for staff salaries, fringe benefits, supplies, equipment, maintenance, equipment maintenance, and local and out-of-state travel expenses.</p>		
Performed Location	City of San Germán, neighboring towns, and adjacent communities		
Affected Communities	Yes; PP&E – Traffic safety issues concerns, problems and road safety education about trending topics		
Federal funding source (s)	BIL NHTSA 402		
Project Agreement Number	26-06-28		
Subrecipient(s)	Municipality of San Germán		
Organization type	Local Agency		
Amount of Federal Funds	\$76,843.00		
Eligible Use of Funds		GTS Code	
	Community Traffic Safety Programs	CP	
Planning and Administration	No		
Whether the project is a promised project	No		
The countermeasure	CP-1: Community Traffic Safety Prevention and Education Programs		



strategy strategies programming funds	or for
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Project Name	Community Program of Naranjito					
Project Description	<p>The Naranjito Community Program focuses on educating by bringing the message of road safety to the public to prevent crashes, injuries and deaths on public roads. The program carries out different strategies aimed at the PRTSC program areas of Impaired Driving, Youth Impaired Driving, Occupant Protection, Pedestrian, Bicyclist, Speeding & Aggressive Driving, Distracted Driving and Motorcyclist Safety. The Community Program of the Municipality of Naranjito works 10 municipalities within its geographic area conducting orientations on Road Safety, through educational talks, videoconferences, face-to-face and virtual interactive workshops, create educational pages in different social networks, participate in safety fairs, school activities, conduct trainings in different public and private dependencies, coordinate and participate in inspections to teach parents or guardians to correctly install and certify that child safety seats are correctly installed, among other P&E. that have to do with road safety. In addition, they participate in 4 annual group project meetings and project and event follow-up meetings. They receive road safety training, report, and manage funds to ensure that the objectives and strategies set out in the project proposal are achieved. They make good use of funds.</p> <p>The program has a one coordinator and one assistant, costs are for staff salaries, fringe benefits, supplies, equipment, vehicle maintenance, and local and out-of-state travel expenses.</p>					
Performed Location	City of Naranjito, neighboring towns, and adjacent communities					
Affected Communities	Yes; PP&E – Traffic safety issues concerns, problems and road safety education about trending topics					
Federal funding source (s)	BIL NHTSA 402					
Project Agreement Number	26-06-29					
Subrecipient(s)	Municipality of Naranjito					
Organization type	Local Agency					
Amount of Federal Funds	\$81,637.00					
Eligible Use of Funds		<table><tr><td></td><td>GTS Code</td></tr><tr><td>Community Traffic Safety Programs</td><td>CP</td></tr></table>		GTS Code	Community Traffic Safety Programs	CP
	GTS Code					
Community Traffic Safety Programs	CP					
Planning and Administration	No					
Whether the project is a promised project	No					



The countermeasure strategy or strategies for programming funds	CP-1: Community Traffic Safety Prevention and Education Programs
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Project Name	Community Program of Cataño
Project Description	<p>The Cataño Community Program focuses on educating by bringing the message of road safety to the public to prevent crashes, injuries and deaths on public roads. The program carries out different strategies aimed at the PRTSC program areas of Impaired Driving, Youth Impaired Driving, Occupant Protection, Pedestrian, Bicyclist, Speeding & Aggressive Driving, Distracted Driving and Motorcyclist Safety. The Community Program of the Municipality of Cataño works 6 municipalities within its geographic area conducting orientations on Road Safety, through educational talks, videoconferences, face-to-face and virtual interactive workshops, work educational pages in different social networks, participate in safety fairs, school activities, conduct trainings in different public and private dependencies, coordinate and participate in inspections to teach parents or guardians to correctly install and certify that child safety seats are correctly installed, among other P&E. that have to do with road safety. for this fiscal year 2026 the CP Cataño is proposing to acquire exhibition equipment, to make their activities more interactive and to be able to show when educating the public. In addition, they participate in 4 annual group project meetings and follow-up projects and event meetings. They receive road safety training, report and manage funds to ensure that the objectives and strategies set out in the project proposal are achieved. They make good use of funds. For FY2026, a new application will be made for the procurement of an official vehicle dedicated exclusively to the program. This procurement is justified to improve the program's performance and will provide greater flexibility and efficiency in its operations; thereby maximizing its impact and reach for the benefit of the community it serves. Having a dedicated vehicle will ensure a more efficient and timely execution of its activities.</p> <p>The program has one coordinator and one assistant, costs are for staff salaries, fringe benefits, supplies, vehicle, vehicle maintenance, equipment maintenance, and local and out-of-state travel expenses.</p>
Performed Location	City of Cataño, neighboring towns, and adjacent communities
Affected Communities	Yes; PP&E – Traffic safety issues concerns, problems and road safety education about trending topics
Federal funding source (s)	BIL NHTSA 402
Project Agreement Number	26-06-46



Subrecipient(s)	Municipality of Cataño		
Organization type	Local Agency		
Amount of Federal Funds	\$144,037.00		
Eligible Use of Funds		GTS Code	
	Community Traffic Safety Programs	CP	
Planning and Administration	No		
Whether the project is a promised project	No		
The countermeasure strategy or strategies for programming funds	CP-1: Community Traffic Safety Prevention and Education Programs		

Project Name	Community Program of Ceiba
Project Description	<p>The Ceiba Community Program continues to educate, bringing the message of road safety to the public to prevent crashes, injuries and fatalities on public roads. The program carries out different strategies aimed at the PRTSC program areas of Impaired Driving, Youth Impaired Driving, Occupant Protection, Pedestrian, Bicyclist, Speeding & Aggressive Driving, Distracted Driving and Motorcyclist Safety. The Community Program of the Municipality of Ceiba works 10 municipalities within its geographical area providing guidance on Road Safety, through educational talks, videoconferences, interactive face-to-face and virtual workshops, creating educational pages in different social networks, participating in safety fairs, school activities, conducting training in different public and private agencies, coordinating and participating in inspections to teach parents or guardians to correctly install and certify that child safety seats are properly installed, among other P&E. that have to do with road safety. In addition, they participate in 4 annual group project meetings and project and event follow-up meetings. They receive road safety training, report and manage funds to ensure that the objectives and strategies set out in the project proposal are achieved. They make good use of funds. For FY2026, a new request will be made for the acquisition of an official vehicle dedicated exclusively to the program. This acquisition is justified to enhance the program's performance and will provide greater flexibility and efficiency in its operations, thereby maximizing its impact and outreach for the benefit of the community it serves. Having a dedicated vehicle will ensure a more effective and timely execution of its activities.</p> <p>The program has one coordinator and one assistant, costs are for staff salaries, fringe benefits, supplies, vehicle, vehicle</p>



	maintenance, equipment maintenance, and local and out-of-state travel expenses.	
Performed Location	City of Ceiba, neighboring towns, and adjacent communities	
Affected Communities	Yes; PP&E – Traffic safety issues concerns, problems and road safety education about trending topics	
Federal funding source (s)	BIL NHTSA 402	
Project Agreement Number	26-06-47	
Subrecipient(s)	Municipality of Ceiba	
Organization type	Local Agency	
Amount of Federal Funds	\$127,852.00	
Eligible Use of Funds		GTS Code
	Community Traffic Safety Programs	CP
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	CP-1: Community Traffic Safety Prevention and Education Programs	

Project Name	Community Program of Guaynabo
Project Description	The Guaynabo Community Program focuses on educating by bringing the message of road safety to the public to prevent crashes, injuries and deaths on public roads. The program carries out different strategies aimed at the PRTSC program areas of Impaired Driving, Youth Impaired Driving, Occupant Protection, Pedestrian, Bicyclist, Speeding & Aggressive Driving, Distracted Driving and Motorcyclist Safety. The Community Program of the Municipality of Guaynabo works 5 municipalities within its geographic area conducting orientations on Road Safety, through educational talks, videoconferences, face-to-face and virtual interactive workshops, create educational pages in different social networks, participate in safety fairs, school activities, conduct trainings in different public and private dependencies, coordinate and participate in inspections to teach parents or guardians to correctly install and certify that child safety seats are correctly installed, among other P&E. that have to do with road safety. In addition, they participate in 4 annual group project meetings and project and event follow-up meetings. They receive road safety training, report, and manage funds to ensure that the objectives and strategies set out in the



	project proposal are achieved. They make good use of funds. For FY2026, a new request will be made for the acquisition of an official vehicle dedicated exclusively to the program. This acquisition is justified to enhance the program's performance and will provide greater flexibility and efficiency in its operations, thereby maximizing its impact and outreach for the benefit of the community it serves. Having a dedicated vehicle will ensure a more effective and timely execution of its activities.	
	The program has a one coordinator and one assistant, costs are for staff salaries, fringe benefits, supplies, vehicle maintenance, equipment, equipment maintenance, and local and out-of-state travel expenses.	
Performed Location	City of Guaynabo, neighboring towns, and adjacent communities	
Affected Communities	Yes; PP&E – Traffic safety issues concerns, problems and road safety education about trending topics	
Federal funding source (s)	BIL NHTSA 402	
Project Agreement Number	26-06-52	
Subrecipient(s)	Municipality of Guaynabo	
Organization type	Local Agency	
Amount of Federal Funds	\$115,169.00	
Eligible Use of Funds		GTS Code
	Community Traffic Safety Programs	CP
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	CP-1: Community Traffic Safety Prevention and Education Programs	

Project Name	Traffic Safety Education Park (PESET)
Project Description	<p>The Traffic Safety Education Park, better known as PESET, specializes in educating children aged 3 to 18. This educational park offers theoretical classes in a classroom and practical training in road safety, imitating and simulating an ideal city where positive behavior is promoted. At the same time, it provides guidance and education on topics related to road safety laws, with the main objective of promoting safe behavior.</p> <p>PESET will continue to offer education and experiences in road safety, such as: driving under the influence of alcohol and</p>



	<p>cannabis, pedestrians, and cyclists. To promote the importance of road safety among children aged 3 to 18, so that they learn correct habits and become familiar with the traffic laws that will apply throughout their adult lives, this will be done first in a classroom and then in the replica park with roads typical of Puerto Rico. In addition, for fiscal year 2026, road safety educators will continue to offer the alcohol course to future driver's license applicants or citizens referred by the courts. This course is a requirement of traffic law and is taught in collaboration with the Department of Transportation and Public Works (DTOP).</p> <p>The PESET park has one (1) administrator, two (2) instructors, one (1) office systems technician, and one (1) equipment technician. For FFY 2026, we plan to hire one (1) new instructor and two (2) general service workers in order to improve park visits and expand the scope of road safety education.</p>	
Performed Location	City of Arecibo, neighboring towns, and adjacent communities	
Affected Communities	Yes; PP&E – Traffic safety issues concerns, problems and road safety education about trending topics	
Federal funding source (s)	BIL NHTSA 402	
Project Agreement Number	26-06-50	
Subrecipient(s)	Puerto Rico Traffic Safety Commission	
Organization type	State Agency	
Amount of Federal Funds	\$304,569.00	
Eligible Use of Funds		GTS Code
	Community Traffic Safety Programs	CP
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	CP-1: Community Traffic Safety Prevention and Education Programs	

Project Name	Program and Services Coordination Officer (Community Programs)
Project Description	The Program and Services Coordinator (Community Programs) is responsible for efficiently organizing and supervising tasks, providing leadership, training, and technical assistance to other



	<p>state agencies, as well as local road safety programs and projects. In addition, the coordinator will be responsible for coordinating specific campaigns, as well as mobilization, training, data analysis, and collaborations to improve road safety. For fiscal year 2026, we propose hiring the services of a company to work on education, spreading the educational message throughout the island using virtual reality.</p> <p>Virtual Road Safety Education is an innovative approach; virtual education can be a powerful tool for teaching road safety in an interactive and engaging way and changing conducts. Some ideas for implementing virtual education in the project include interactivity and active user.</p> <p>Action Plan for Virtual Education:</p> <ol style="list-style-type: none"> 1. Virtual Driving Simulators: Create simulators that allow users to experience realistic and safe driving situations and learn how to handle different traffic scenarios. 2. Interactive Videos: Create videos that include questions and answers, games, and challenges to keep users engaged and motivated. 3. Immersive Virtual Reality: Use virtual reality technology to create immersive experiences that simulate realistic and dangerous traffic situations to teach users how to react safely. 4. Educational Games: Create games that teach road safety in a fun and interactive way and can be played on mobile devices or computers. <p>This program will visit schools, mass interest activities, and educational fairs where we can educate the public about the dangers of not complying with traffic laws, with the aim of conveying the educational message in a different way to obtain different results, in addition to traditional education.</p> <p>Funds will cover salaries, fringe benefits, local and out-of-state travel, contractual services, equipment, and other expenses.</p>		
Performed Location	State Highway Safety Office		
Federal funding source (s)	BIL NHTSA 402		
Project Agreement Number	26-06-31		
Subrecipient(s)	Puerto Rico Traffic Safety Commission		
Organization type	State Agency		
Amount of Federal Funds	\$189,693.00		
Eligible Use of Funds		GTS Code	
	Community Traffic Safety Programs	CP	
Planning and Administration	No		



Whether the project is a promised project	No
The countermeasure strategy or strategies for programming funds	CP-2: Highway Safety Office Program Management (CP)



Program Area: Traffic Records

Updates to Triennial Highway Safety Plan (3HSP) by Program

Countermeasure Strategy for Programming Funds

Puerto Rico developed five comprehensive countermeasure strategies for the Traffic Records Program area in the FFY 2024-2026 Triennial HSP. These well-thought-out strategies effectively address the issues identified in the problem identification process and guide the implementation of targeted projects.

- **Strategy TR-1:** Improve completeness of the Citation/ Adjudication data system
- **Strategy TR-2:** Improves accessibility of a core highway safety database
- **Strategy TR-3:** Improves completeness of a core highway safety database – *This strategy was eliminated in FFY 2025.*
- **Strategy TR-4:** Improve Traffic Cases Court Files and Adjudication Data System
- **Strategy TR-5:** Highway Safety Office Program Management (TR)

Performance Measure and Target

Two performance measure was established for the Traffic Records Program area. Below is the performance target for the measure and an evaluation of the progress made toward achieving this target:

Performance Measure	B-3 Crash records with no missing critical data elements (Crash, Fatal and Non-Motorist) in the CARE database.
Performance Target	Increase of crash records with no missing critical data elements (Crash, Fatal and Non-Motorist) in the CARE database by 1.5 percentage points from 90.50 percent in 2022 to 92.00 percent by December 31, 2026.
Assessment of Progress	No track to meet target- The objective of increasing the percentage of crash records with critical data elements in the Road Safety Observatory database to 92.00% by December 31, 2026, will not be met due to several significant challenges.

Performance Measure	B-4 Validation criminal records of impaired driver in the PR-CJIS/RCI database.
Performance Target	Increase of Validation criminal records of impaired driver in the PR-CJIS/RCI database by 24.00 percentage points from 49.00 percent in 2022 to 73.00 percent by December 31, 2026.
Assessment of Progress	Target met - To September 2023, the Integrated Criminal Registry database contained a total of 38,202 criminal records related to drunk drivers. Since the beginning of the update and validation work in 2019, project staff have processed 30,609 records, representing 80% of the total database.

Problem Identification Related to Targets

The objective of increasing the percentage of crash records with critical data elements in the CARE database to 92.00% by December 31, 2026, will not be met due to several

significant challenges. Key issues include delays in data transmission from the Puerto Rico Police Department (PRPD), technical problems, and insufficient training, coupled with slow response times and bureaucratic hurdles. Additionally, the Puerto Rico Traffic Safety Commission (PRTSC) has faced budget constraints that have hindered the necessary technological advancements and updates to the Model Minimum Uniform Crash Criteria (MMUCC). These factors, combined with limited human resources and outdated infrastructure, have impeded progress toward improving data quality.

Adjustments to Countermeasure Strategies for Programming Funds

The following adjustments will be made to selected strategies in Puerto Rico's FFY 2024-2026 Triennial HSP. Additionally, one strategy was eliminated because it could not be developed as planned.

- **Strategy TR-2: Improves accessibility of a core highway safety database – Adjustment**
 - In a strong commitment to meeting the goals established for FY2026, the Traffic Records program, through the TRCC and the Sub-committee, is collaborating with the new MMUCC guidelines to establish a comprehensive work plan with the Puerto Rico Police Department. This plan aims to ensure that crash data collection is complete and reliable. The work plan is being designed to commence in January 2025, aligning with the new administration of the Puerto Rico Police Department.
- **Strategy TR-3: Improves completeness of a core highway safety database – Adjustment**
 - In the new fiscal year 2026, a new project will be developed to optimize interagency coordination between the Traffic Safety Commission (CST), the Puerto Rico Police, health agencies, and emergency medical services. This effort aims to strengthen the collection, integration, and analysis of data related to serious crashes on Puerto Rico's public roads involving victims transported by ambulance.
- **Strategy TR-4: Improve traffic cases court files and adjudication data system – Eliminate**
 - The Puerto Rico Traffic Safety Commission (CSTP) launched the SUMAC Electronic Traffic Case Project with the goal of automating the Unified Criminal Case Management and Administration System. For two years, we have approved the funding for the development of this project. However, the Office of Court Administration has not finalized the contracting process for the service provider for this project. Therefore, we have decided not to continue with this project.

Changes to Performance Plan

No new performance measures have been added in the Traffic Records Program area.

Project and Subrecipient Information

Project Name	Program and Services Coordination Officer (Traffic Records)
Project Description	The Program and Services Coordination Officer (Traffic Records) oversees coordinating the work at the interagency level (Traffic Records Coordinating Committee) with the law enforcement agencies for the development and implementation of the Strategic Plan for the six systems (Crashes, Licenses, Vehicles,

	<p>Medical Emergencies, Citations, and Highways). The goal is to obtain data in a uniform, precise, timely, complete, accessible, and integrated manner.</p> <p>The Traffic Records Coordination Officer provides support using the information available in the crash database. This information is vital for traffic safety agencies when making road safety decisions, developing law enforcement work plans, and engaging in long-term transportation planning. A Program and Services Coordination Officer (Traffic Records) is needed to continue the integration efforts of the different databases related to road safety. These efforts will help pinpoint crashes and their causes, leading to better planning and implementation of countermeasures for management, operational controls, and evaluation of road safety programs and improvements. The Officer conducts uniform management and ensures that TRCC stakeholders come from all six road data systems.</p> <p>During FY26, the Traffic Records Coordination Officer will continue to represent the interests of the PRSC and other interested parties within the road safety community. The Officer will be responsible for reviewing and evaluating new technology to keep road safety data and the traffic record system up to date. Aligned with this objective, the Officer will monitor all changes and issues related to ongoing projects. This includes preparing the Funding Application documents such as "Problem ID", 3HSP, 405c grants, and the Annual Report. The Officer will continue to be part of the Puerto Rico Strategic Highway Safety Plan (SHSP). The Traffic Records Coordination Officer will provide technical assistance to State and Municipal Police forces, agencies, and PRSC subrecipients regarding accurate crash data statistics and other related information. The Officer will conduct meetings and field visits to evaluate progress and discuss areas for improvement.</p> <p>Funds will cover the Officer's salary, fringe benefits, equipment, contracts, meetings, supplies, travel, and other related costs.</p>	
Performed Location	State Highway Safety Office	
Federal funding source (s)	BIL NHTSA 402	
Project Agreement Number	26-07-01	
Subrecipient(s)	Puerto Rico Traffic Safety Commission	
Organization type	State Agency	
Amount of Federal Funds	\$120,870.00	
Eligible Use of Funds		GTS Code
	Traffic Records	TR
Planning and Administration	No	



Whether the project is a promised project	No
The countermeasure strategy or strategies for programming funds	TR-5: Highway Safety Office Program Management (TR)

Project Name	Puerto Rico Road Safety Observatory
Project Description	<p>The Puerto Rico Road Safety Observatory (OSV) is a tool developed in 2019 to collect comprehensive data related to road crashes in Puerto Rico. Federally funded, this tool gathers information from the Puerto Rico Police Crash Report (PPR 621.4) and integrates it into an island-wide crash data system accessible to all users.</p> <p>The OSV serves as a crash data analysis tool that does not require specialized knowledge in statistical analysis. It utilizes an intuitive graphical interface, making it easy to use. The main component of the OSV is the crash dashboard, which is the most frequently used feature. This dashboard includes 194 variables and 36 filters, enabling detailed analysis. One of its key features is the ability to map crashes on state highways.</p> <p>During FY26 we will be working with 13 specific objectives below:</p> <p>Data Quality</p> <ul style="list-style-type: none"> ➤ Objective 1 To continue 100% of a quarterly quality report that identifies critical missing and invalid data and is distributed among Police units and officials at the Puerto Rico Traffic Safety Board. ➤ Objective 2 To directly collaborate with the Police Traffic Division participating in 12 field meetings offering feedback on the data quality and collecting feedback from the users' experience. <p>Data Integrity</p> <ul style="list-style-type: none"> ➤ Objective 3 Provide 100% functionality of a geolocation tool to map all crashes, particularly those occurring on local streets. ➤ Objective 4 Ensure 100% access and support for the Toxicology Laboratory of the Department of Health to input blood alcohol test results collected by the Puerto Rico Police. ➤ Objective 5 Request and integrate at least four new data sources into the base map and datasets as they become available. ➤ Objective 6 Modify data dashboards to address at least 60% of the modification requests submitted by registered users.

- **Objective 7** Upload 100% of electronically recorded PCR data from 2023–2024 on a weekly basis and develop a prototype integration tool (PPR-OSV-FARS) capable of uploading 90% of fatal PCR data from 2025 daily.

Data Access

- **Objective 8** Deliver at least two online orientation workshops to a minimum of 80 registered users on the use of the new dashboard and develop at least 60% of asynchronous training content for the dashboard.
- **Objective 9** Provide 90% access and support to the PCR search tool for authorized users, allowing immediate access to reports.
- **Objective 10** Develop a new platform to enable access, updates, and visualization of trends and patterns related to alcohol consumption and its impact on traffic safety. This tool will support agencies, organizations, municipalities, and universities in the development of public policies and intervention strategies.
- **Objective 11** Receive at least 60 technical assistance requests for the use of online tools, of which at least 50 will be addressed by September 30, 2026. Additionally, at least 30 problem reports will be received, and 90% of them will be resolved within 14 days. Although the online portal does not require programming skills or query design knowledge, users still need technical support. Currently, we receive about two requests per week, and occasional software issues arise that require minor adjustments.
- **Objective 12** Survey at least 70% of the members of the Traffic Records Coordinating Committee (TRCC) to assess the data and analysis needs of participating organizations.
- **Objective 13** Provide access and support to the high crash location (HCL) prototype by expanding its analytical capabilities through at least one enhanced or additional location analysis feature (e.g., state route segment, state route intersection, local segment, or local intersection).
- **Objective 14** Implement 80% of the dashboard and printable reporting tool prototype, which will allow analysis of traffic crashes within each municipality's jurisdiction. Municipalities in Puerto Rico currently lack access to crash data within their areas, limiting their ability to design effective traffic safety policies.
- **Objective 15** Establish agreements to obtain data on patients transported by ambulance to trauma centers due to motor vehicle crashes on Puerto Rico's roads. This new data will enhance the information available in the Road Safety Observatory.
- **Objective 16** Lead outreach initiatives on the services offered by the Road Safety Observatory to strengthen local prevention efforts in municipalities and support the



	<p>implementation of road safety measures. Additionally, promote awareness among student communities to raise sensitivity about road risks and foster academic capacity development in traffic safety topics.</p> <p>➤ Objective 17 Provide orientation to the Puerto Rico Police to educate them on the importance of data evaluation and collection for traffic safety analysis.</p> <p>Hiring costs include server rental, programmers and website designers.</p>	
Performed Location	State Highway Safety Office	
Federal funding source (s)	BIL 405c Data Program	
Project Agreement Number	26-07-13	
Subrecipient(s)	Puerto Rico Traffic Safety Commission	
Organization type	State Agency	
Amount of Federal Funds	\$582,000.00	
Eligible Use of Funds		GTS Code
	405c Data Program	M3DA
	405c Research on process improvement	B3RSRCH
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	TR-2: Improves accessibility of a core highway safety database	

Project Name	Strengthening the Prosecutor's Case Management System
Project Description	<p>Integrated Criminal Record System contains all the Puerto Rico criminal records and serves as the case management system for DUI prosecutors.</p> <p>➤ Exchange criminal justice information between states and federal law enforcement agencies.</p>



	<p>The Project will continue to collaborate with PRTSC to update the citation/adjudication database, in accordance with the Model Impaired Driving Records Information System (MIDRIS).</p> <p>It will continue to update the recidivism data for drunk driving cases. Updating these criminal records will allow prosecutors to present their cases more effectively and diligently. They will be able to obtain information on the criminal record of drunk drivers quickly, effectively and in a timely manner. Which results in a repeat offender conviction with more penalties to dissuade them from this criminal behavior.</p> <ul style="list-style-type: none"> ➤ During FFY 2026, the PRDOJ will continue to work on the RCI interface to improve the flow and access of information between the systems. ➤ Also, during FFY 2026 the PRTSC will coordinate a meeting with the Department of Transportation and Public Works (PRDOT), PRDOJ and the Court Administration Office to explore opportunities for enhancement of data interfaces and linkages between the agencies to be worked on in the future. <p>Funds will cover salary, fringe benefits, equipment, supplies, and other related costs.</p>	
Performed Location	San Juan, Department of Justice	
Federal funding source (s)	BIL 405c Data Program	
Project Agreement Number	26-07-17	
Subrecipient(s)	Puerto Rico Department of Justice	
Organization type	State Agency	
Amount of Federal Funds	\$193,000.00	
Eligible Use of Funds		GTS Code
	405c Reporting Enhancements	B3RPTE
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	TR-1: Improve completeness of the Citation/Adjudication data system	
Project Name	Injury Surveillance Data Transfer	
Project Description	The Injury and Surveillance Data Transfer will:	



To strengthen the collection, integration, and analysis of data on serious crashes on public roads in Puerto Rico involving victims transported by ambulance, to improve decision-making regarding road safety and emergency medical response.

PRISC and Puerto Rico Medical Services Administration (ASEM) will work closely to accomplish the following goals and objectives.

Objectives

1. Establish a standardized system for collecting data on serious crashes involving ambulance transport, and emergency medical services (EMS).
2. Integrate and centralize information from multiple sources such as police reports, hospital records, and EMS data to ensure a reliable and up-to-date database.
3. Analyze risk factors and trends associated with serious crashes, including location, vehicle type, road conditions, and ambulance response times.
4. Provide statistics and periodic reports to support prevention campaigns, road infrastructure improvements, and public safety policies.
5. Publish the collected data on the official website of the CST Road Safety Observatory, ensuring up-to-date information is accessible to the public and government agencies.

Goals

Optimize interagency coordination between the PRISC, the Puerto Rico Police, health agencies, and medical emergencies to improve response and prevention.

Funds will cover Contract cost.

Performed Location	The Río Piedras Medical Center in San Juan	
Federal funding source (s)	BIL 405c Data Program	
Project Agreement Number	26-07-19	
Subrecipient(s)	Puerto Rico Medical Services Administration (ASEM)	
Organization type	State Agency	
Amount of Federal Funds	\$70,000.00	
Eligible Use of Funds		GTS Code
	405c Supporting Professionals	B3SP
Planning and Administration	No	
Whether the project is a promised project	No	



<p>The countermeasure strategy or strategies for programming funds</p>	<p>TR-3: Improves completeness of a core highway safety database</p>
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Program Area: Non-Motorized (Pedestrians and Bicyclist)

Updates to Triennial Highway Safety Plan (3HSP) by Program

Countermeasure Strategy for Programming Funds

Puerto Rico developed three comprehensive countermeasure strategies for Non-Motorized Program area in the FFY 2024-2026 Triennial HSP. These well-thought-out strategies effectively address the issues identified in the problem identification process and guide the implementation of targeted projects.

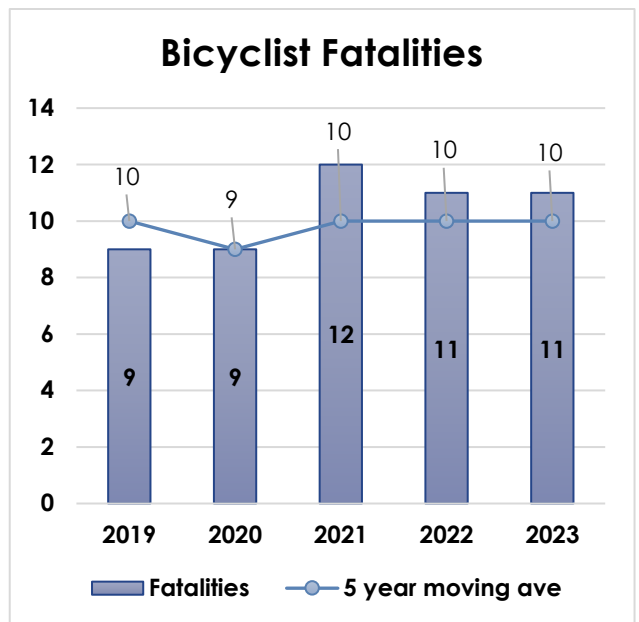
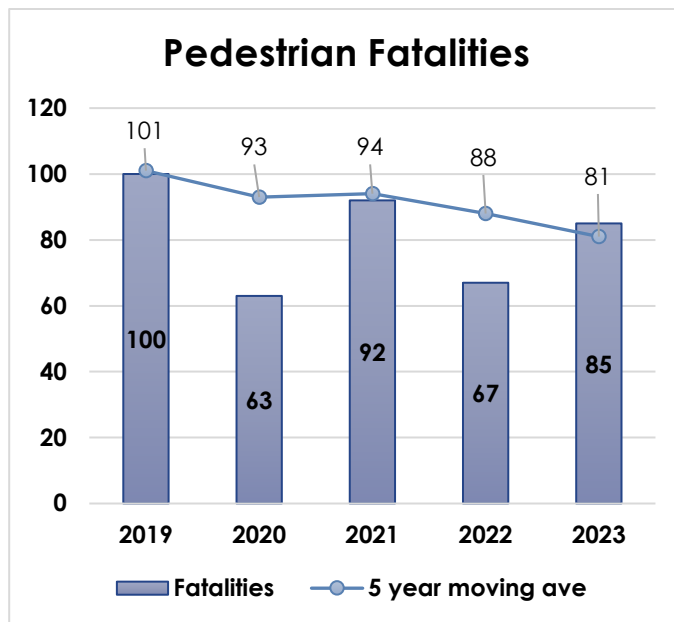
- Strategy NM-1: High Visibility Pedestrian Law Enforcement
- Strategy NM-2: Pedestrian and Bicycle Safety Zones
- Strategy NM-3: Highway Safety Office Program Management (NM)

Performance Measure and Target

Two performance measure was established for the Non-Motorized Program. Below is the performance target for the measure and an evaluation of the progress made toward achieving this target:

Performance Measure	C-10 Pedestrian Fatalities (FARS)
Performance Target	Reduce pedestrian fatalities by 2.0% from 87.6 (2018-2022 RA) to 85.8 (2022-2026 RA) by 2026.
Assessment of Progress	The five-year rolling average for pedestrian fatalities has continued to decrease, falling from 94 in 2021 to 81 in 2023. With the 2026 target set at 85.8 fatalities, the current rolling average of 81.4 indicates that Puerto Rico is on track to meet its goal. This downward trend reflects the positive impact of ongoing pedestrian safety efforts, including infrastructure improvements, education campaigns, and targeted enforcement in high-risk areas.

Performance Measure	C-11 Bicyclist Fatalities (FARS)
Performance Target	Reduce bicyclist fatalities by 5% from 9.8 (2017-2021 RA) to 9.3 (2022-2026 RA) by 2026.
Assessment of Progress	The five-year rolling average for bicyclist fatalities has shown an upward trend, rising from 9.0 in 2020 to 10.0 in 2023. This trajectory indicates that the performance target of 9.3 fatalities by 2026 is not on track to be met. Despite steady annual fatality counts, the moving average remains elevated due to higher values in recent years. Puerto Rico will reinforce its bicycle safety initiatives through infrastructure enhancements, community engagement, and enforcement strategies to reverse this trend.



Problem Identification Related to Target

Pedestrian Safety

- Of the 307 total fatalities in 2023, 85 were pedestrians, representing approximately 26.6% of all deaths.
- The highest number of pedestrian fatalities occurred in the 63+ age group, with 37 deaths, followed by the 50-62 age group with 22 deaths, and the 25-36 age group with 13 deaths.
- The highest number of pedestrian fatalities occurred between 6:00 PM and 11:59 PM, with a total of 41 deaths, representing more than half of all pedestrian fatalities. Additionally, 22 deaths were recorded between 12:00 MN and 5:59 AM.
- 79.1% of pedestrian fatalities were male.

Problem Identification Related to Targets That Are Not on Track to Be Met

Bicycle Safety

- According to data obtained for the year 2023, the fatalities from traffic crashes involving cyclists were all men, accounting for 100%, or 11 male cyclists killed.
- The age group of 63 years and older lost the most lives on Puerto Rican roads in 2023, with a total of 6 deaths, or 55% of all cyclist fatalities.
- 6:00pm to 11:59pm is the time when most cyclists lose their lives in traffic crashes with 45.5% or 5 fatalities out of the 11 fatalities that occurred in 2023.
- The days on which most cyclists died in 2023 were Sundays, with 3 of the 11 fatalities occurring.
- December was the month with the highest number of cyclist fatalities for the year 2023, with 3 of the 11 fatalities registered.

Adjustments to Countermeasure Strategies for Programming Funds

The following adjustments will be made to selected strategies in Puerto Rico's FFY 2024-2026 Triennial HSP to support reductions in pedestrian and bicycle fatalities in motor vehicle crashes.

- **Strategy NM-2: Pedestrian and Bicycle Safety Zones - Adjustment**
 - The number of activities within the Pedestrian and Bicyclist Safety Zone programs will be reinforced to enhance their impact.
 - Partnerships with both public and private agencies are being developed and strengthened to broaden the reach and effectiveness of safety initiatives.
 - Collaboration with cycling groups will be prioritized to effectively deliver educational messages to the public, promoting safer behaviors for both pedestrians and cyclists

Changes to Performance Plan

No new performance measures have been added in the Non-Motorized Program.

Project and Subrecipient Information

Project Name	Program and Services Coordination Officer (Non-Motorized)
Project Description	<p>The Pedestrian & Bicyclist Safety Zone Program and Services Coordination Officer (Non-Motorized) ensures that all program activities are carried out in accordance with the identified problem, a data-driven approach, and new projects that respond to unique situations in their municipalities that are hindering pedestrian and bicycle safety.</p> <p>The Program and Services Coordination Officer will promote state and local strategies to address pedestrian and bicycle safety issues. To work effectively, the program will collect relevant statistical data to suggest a focus for pedestrian and bicycle programs. In addition, it will meet with safety partners to improve the assessment of traffic problems and develop a multidisciplinary approach, collaborate in organizing P&E events to distribute educational information, brochures, and orient the public by giving some tips on how to use public roads safely while walking or biking. Additionally, the officer participates in roadway audits conducted to determine better engineering designs or signage to increase bicycle and pedestrian safety, provides technical assistance to projects, completes program reports, prepares enforcement campaigns with municipal and state police, reviews and recommends proposals, policies, and programs.</p> <p>The PRISC is responsible for the allocation of funds, including salaries, health insurance, equipment, local and out-of-state travel, and training. These allocations and regulations enable the PRISC to effectively collaborate with bicycle and pedestrian users, ensuring the successful implementation and sustainability of safety programs and initiatives.</p>

Performed Location	State Highway Safety Office	
Federal funding source (s)	BIL NHTSA 402	
Project Agreement Number	26-08-01	
Subrecipient(s)	Puerto Rico Traffic Safety Commission	
Organization type	State Agency	
Amount of Federal Funds	\$26,600.00	
Eligible Use of Funds		GTS Code
	Pedestrian/Bicycle Safety	PS
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	NM-3: Highway Safety Office Program Management (NM)	

Project Name	Camuy Pedestrian and Bicyclist Safety Zone
Project Description	<p>The Camuy Pedestrian and Bicycle Safety Zone aims to enhance citizen education on proper usage of public roads, sidewalks, and crosswalks, with a specific emphasis on compliance with the Puerto Rico Traffic Law. These initiatives will also encompass public awareness programs to inform motorists, pedestrians, and bicyclists about traffic laws pertaining to pedestrian and cyclist safety.</p> <p>To achieve these objectives, the project will involve conducting educational talks, organizing and participating in educational fairs, implementing mass awareness campaigns, distributing educational materials, and providing training sessions to both Municipal and State Police. By empowering all stakeholders with knowledge and understanding of traffic regulations, we can create safer environments for pedestrians and cyclists.</p> <p>The project will continue to be an ongoing effort in FFY 2026. The allocated budget for the project will cover various aspects, including salaries, fringe benefits, equipment, training, and expenses related to local and out-of-state travel, all of which are necessary to ensure the successful implementation of these safety initiatives.</p>
Performed Location	City of Camuy, neighboring towns, and adjacent communities



Federal funding source (s)	BIL 405g Nonmotorized Safety	
Project Agreement Number	26-08-29	
Subrecipient(s)	Municipality of Camuy	
Organization type	Local Agency	
Amount of Federal Funds	\$89,251.00	
Eligible Use of Funds		GTS Code
	405g Nonmotorized Safety Program	BGSP
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	NM-2: Pedestrian and Bicycle Safety Zones	

Project Name	Canóvanas Pedestrian and Bicyclist Safety Zone
Project Description	<p>The Canóvanas Pedestrian and Bicycle Safety Zone aim to enhance citizen education on proper usage of public roads, sidewalks, and crosswalks, with a specific emphasis on compliance with the Puerto Rico Traffic Law. These initiatives will also encompass public awareness programs to inform motorists, pedestrians, and bicyclists about traffic laws pertaining to pedestrian and cyclist safety.</p> <p>To achieve these objectives, the project will involve conducting educational talks, organizing educational fairs, implementing mass awareness campaigns, distributing educational materials, and providing training sessions to both Municipal and State Police. By empowering all stakeholders with the knowledge and understanding of traffic regulations, we can create safer environments for pedestrians and cyclists.</p> <p>The project will continue to be an ongoing effort in FFY 2026. The allocated budget for the project will cover various aspects, including salaries, fringe benefits, equipment, training, and expenses related to local and out-of-state travel, all of which are necessary to ensure the successful implementation of these safety initiatives.</p>
Performed Location	City of Canóvanas, neighboring towns, and adjacent communities
Federal funding source (s)	BIL 405g Nonmotorized Safety



Project Agreement Number	26-08-30	
Subrecipient(s)	Municipality of Canóvanas	
Organization type	Local Agency	
Amount of Federal Funds	\$85,781.00	
Eligible Use of Funds		GTS Code
	405h Nonmotorized Safety Uncommitted	FHX
	405g Nonmotorized Safety Program	BGSP
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	NM-2: Pedestrian and Bicycle Safety Zones	

Project Name	Pedestrian Enforcement Mobilization
Project Description	<p>For FFY 2026, PRTSC is planning to carry out a high-visibility mobilization in collaboration with the Puerto Rico Police Department (PRPD), including its 19 Divisions of the Traffic Bureau and the Municipal Police forces. The primary focus of this mobilization will be on the four zones of Puerto Rico (North, South, East, and West) and the 78 municipalities, with special attention given to towns with the highest incidences of pedestrian fatalities and injury crashes.</p> <p>To be eligible to participate in this mobilization, Municipal Police forces must have reported at least one pedestrian fatality and a minimum of five pedestrian injury crashes between the years 2021 and 2023. The main objective of this effort is to target drivers who obstruct crosswalks, hindering safe access to roadways for pedestrians. While the fatality data might not specifically indicate these incidents occurring at crosswalks, it is evident that drivers often fail to respect pedestrians, contributing to a significant percentage of pedestrian fatalities.</p> <p>The mobilization is planned for January 26 to February 1, 2026. It has been determined by the month of highest fatalities from 2021 to 2023. While the current number of participating law enforcement agencies may not be the desired number, efforts are underway to increase participation in future mobilizations. In FY2026, we propose to expand the number of participants to achieve a more substantial impact on pedestrian safety.</p>
Performed Location	Island-wide & Municipalities throughout the Commonwealth



Federal funding source (s)	BIL NHTSA 402 BIL 405g Nonmotorized Safety	
Project Agreement Number	26-08-XX	
Subrecipient(s)	Municipal Polices & PRPD (Traffic Bureau)	
Organization type	State Agency & Local Agencies	
Amount of Federal Funds	\$150,000.00	
Eligible Use of Funds		GTS Code
	Pedestrian/Bicycle Safety	PS
	405g Law Enforcement	BGLE
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	NM-1: High Visibility Pedestrian Law Enforcement	



Program Area: Communications (Media)

Updates to Triennial Highway Safety Plan (3HSP) by Program

Countermeasure Strategy for Programming Funds

Puerto Rico developed seven comprehensive countermeasure strategies for Communications Media area in the FFY 2024-2026 Triennial HSP. These well-thought-out strategies effectively address the issues identified in the problem identification process and guide the implementation of targeted projects.

- **Strategy PM-1:** Prevention, Communications, Public Information and Educational Outreach
- **Strategy PM-2:** Communication and Outreach (Speeding & Aggressive)
- **Strategy PM-3:** Communication and Outreach (Seat Belts and Child Restraints)
- **Strategy PM-4:** Communication and Outreach (Distracted Driving)
- **Strategy PM-5:** Communication and Outreach (Non-Motorized)
- **Strategy PM-6:** Communication and Outreach (Motorcycle Awareness & Safety)
- **Strategy PM-7:** Communication and Outreach (PESET)

Performance Measures and Targets

The Puerto Rico Traffic Safety Commission (PRTSC) has a Communication's Division that works independently from the Planning Division and its Coordination Officers to educate the public on traffic safety to prevent crashes, injuries and fatalities. This division works as a unit and oversees the Media Module with the commitment to set its own goal and objectives that are replicated in each of the federal proposals which in turn, are divided into different projects and educational programs, based on the fund's requirements and regulations.

Therefore, in Communications (Media) program area, the performance measures and targets established for each of the programmatic areas the performance measures transcend each of the programs to achieve the goal and objectives of the Communications Division, ensuring consistency and alignment with the overall program target. Efforts are specifically focused on educating the public on traffic safety, with the objective of raising awareness and promoting practices that contribute to reducing crashes and improving safety on the roads. It is intended to create consciousness and prevention in terms of road safety. This requires an informative and educational role that leads to be more creative for far-reaching to educate all people on the importance of maintaining awareness and social responsibility when traveling any public road. Even though each person has different safety challenges, the objective will focus on addressing these challenges to change behavior to positive results when it comes to traffic safety.

Problem Identification Related to Targets

The most recent data from Nielsen Scarborough and Nielsen IBOPE presents an evolving panorama of media consumption in Puerto Rico. Nielsen, a leading global information and measurement company, provides market research and insights on what audiences watch, listen to, and buy. The socioeconomic outlook in Puerto Rico shows that the adult media audience (18+) has remained stable at approximately 2.6 million people. Internet consumption continues to lead media use in Puerto Rico, with over 80% of the adult audience engaged online. Social media platforms, streaming audio and video services, and out-of-home advertising (such as billboards) maintain high penetration rates, ranging between 68% and 72%.

Radio remains a popular media channel among Puerto Rico's adult population, with about 87% (approximately 2.3 million people) tuning in to their favorite programs via traditional radio, whether at home, work, or in vehicles. However, changing habits are evident among younger demographics: 71% of adults under 55 listen to music on streaming platforms, and 48% access internet radio stations monthly.

In the paid newspaper category, while no new detailed circulation figures have been released, the most recent trends show that leading newspapers such as *El Nuevo Día* and *Primera Hora* have maintained their reach, hovering around 28% of the population daily, with modest annual increases in readership.

In summary, about 70% of the island's population uses paid media to access information. Therefore, it is imperative for the Puerto Rico Traffic Safety Commission's Communications Division to take advantage of this and publish educational campaigns targeting specific demographics, to effectively deliver messages about road safety awareness, prevention, and education—ultimately aiming to save lives and reduce crashes and injuries on Puerto Rico's roads.

However, consumers in Puerto Rico have faced a significant increase in the cost of living. Inflation in Puerto Rico has stabilized around 2.4% annually, showing signs of slowing compared to previous years. The cost of living in the San Juan metropolitan area—which includes the municipalities of San Juan, Bayamón, and Caguas—was 2.4% higher in the first quarter of 2025 compared to the average of 282 comparable U.S. cities. This places the area 74th out of 282 regions in terms of overall cost of living in the United States. Key contributors to this elevated cost include public utilities, which are over 90% more expensive than the U.S. average, and food items such as eggs, frozen chicken, and plantains, which have seen price increases above 30%.

These economic factors have impacted media purchasing costs, making it more expensive to secure prime-time advertising spots with a frequency of 2+—meaning the target audience would be exposed to the message at least twice during the campaign. Given budget constraints, achieving the desired frequency has become more challenging. As a result, the 2025 media budget required adjustment to address this difficult economic reality in Puerto Rico.

To optimize results, the Communications Division should continue investing in digital, streaming, and social media channels, while maintaining traditional radio and targeted print to reach specific audiences effectively. Emphasizing cost-efficient platforms like out-of-home advertising in strategic locations, and leveraging precise targeting on digital platforms, will help balance reach and frequency while managing rising costs. Implementing measurable key performance indicators (KPIs) such as actual reach, effective frequency, retention, and direct feedback will ensure campaigns are impactful despite economic pressures.

Adjustments to Countermeasure Strategies for Programming Funds

The following adjustments will be made to selected strategies in Puerto Rico's FFY 2024-2026 Triennial HSP to support reductions in traffic fatalities in motor vehicle crashes.

- **Strategy PM-1: Prevention, Communications, Public Information and Educational Outreach (Alcohol ID, Youth ID, Drug ID)**
- **Strategy PM-2: Communication and Outreach (Speeding & Aggressive)**
- **Strategy PM-3: Communication and Outreach (Seat Belts and Child Restraints)**
- **Strategy PM-4: Communication and Outreach (Distracted Driving)**
- **Strategy PM-5: Communication and Outreach (Non-Motorized)**
- **Strategy PM-6: Communication and Outreach (Motorcycle Awareness & Safety)**
- **Strategy PM-7: Communication and Outreach (PESET)**

- Advertising Pieces Production, Reproduction and Editing (creative aspects of pieces)- the number of educational pieces produce, reproduce or edited will be adjusted according to each program's campaign needs and supplier's production estimates costs.
- Pieces Inventory- will evaluate the necessity of printing educational postcards, banners and other pieces according to the effectiveness of the strategy. Will adjust handouts uses and tactics.
- Media Buy Plans- Ratings, frequency and placements will determine adjustments when needed to achieve at least a 2+ frequency.
- Massive Event- Participating in massive events is crucial in Puerto Rico's culture to drive meaningful changes in driving behaviors and reduce traffic-related crashes, injuries, and fatalities by 2026. These events create a powerful platform for raising awareness and fostering community involvement, allowing messages about road safety to reach a wide audience. With Puerto Rico's strong sense of community, these gatherings can shift social norms by emphasizing shared responsibility for safe driving. Furthermore, influential public figures, local leaders, and interactive activities during these events can inspire individuals to adopt safer behaviors on the road. By engaging the public, strengthening law enforcement, and promoting innovative safety technologies, massive events provide a collective push toward reducing traffic incidents, ultimately leading to a safer and more responsible driving culture.
- Social Media Posts- will adjust according to share, likes and engagements.
- Public Relations and Community Outreach- will aim to achieve at least one (1) alliance with an entity that shares the social responsibility according to target market and campaign purpose. The Return On Investment Report will guide reinforcement or adjustment when needed.
- Campaign Investment- post buy reports, community outreach reports will determine if the effort succeeded or needs to be adjusted for next campaign to achieve goal and objectives.

➤ **Strategy PM-8: Strengthening Administrative Infrastructure to Support Media Campaigns – To include**

- During the planning process for the FFY 2024–2026 Triennial Highway Safety Plan (3HSP), Puerto Rico identified a significant gap in the administrative capacity of its Communications Division. Despite having access to federal funds for education and outreach, the division has faced persistent challenges in effectively managing, executing, and evaluating media campaigns due to limited personnel, inadequate internal coordination, and operational resources. This countermeasure strategy directly addresses those structural issues by reinforcing the division's administrative infrastructure and ensuring full compliance with programmatic and fiscal requirements.

Accordingly, this countermeasure strategy will be included in the AGA for FFY 2026 as a foundational element within the Communications Program Area, supporting the successful execution of evidence-based strategies and the achievement of performance targets established in the HSP. While administrative functions themselves are not rated in Countermeasures That Work, this strategy enables the implementation of multiple 3-star-rated countermeasures by providing the necessary infrastructure for planning, deployment, and monitoring. Therefore, the inclusion of this countermeasure in the AGA is fully justified. It will ensure that Puerto Rico's media campaigns are delivered with greater efficiency, compliance, and impact, supporting the

3HSP performance goals and contributing to a reduction in preventable traffic injuries and fatalities.

Changes to Performance Plan

No new performance measures have been added in the Communications Media area.

Project and Subrecipient Information

Project Name	Alcohol Impaired Driving Media Campaign
Project Description	<p>Reach audience with the alcohol impaired driving prevention message, consequences, and its legal outcomes for not complying with Puerto Rico Act 22-2000 by promoting the DUI's prevention content through publishing Media Buy Plans and obtaining bonuses. Will develop at least seven (7) campaigns to address alcohol impaired driving safety problems. The problem identification data of the approved proposals will be taken into consideration. Among these, the following stand out:</p> <ul style="list-style-type: none"> • Primary Audience: men, age group 25-34 • Primary Zone: Metropolitan Region • Periods <ul style="list-style-type: none"> ▪ November 2025- Thanksgiving Campaign (\$252,863.00 – M4PEM; B4PEM) ▪ December 2025- Pre-Holidays Campaign (\$177,857.00 - PM_AL) ▪ December 2025- Winter Holidays Campaign (\$424,356.00 - M4PEM; B4PEM) ▪ March-April 2026- Easter Campaign (\$127,856.00 - M4PEM; B4PEM) ▪ June 2026- Pre-Summer Campaign (\$322,856.00 - PM_AL) ▪ July 2026- Summer Campaign (\$274,356.00 - M4PEM; B4PEM) ▪ August-September 2026- Labor Day Campaign (\$127,856.00 - M4PEM; B4PEM) <p>Will reproduce previous campaign. It will include campaign's slogan "Si guías borracho serás detenido" (Drive Sober or Get Pulled Over). Social Norming messages will continue to encourage a designated driver and alternative transportation on preventions and educational efforts, such as "Si vas a beber utiliza un conductor designado o un transporte alternativo" (if you are going to drink use a designated driver or an alternative transport) by publishing the produced/ reproduced/ edited/ adapted educational pieces through owned media platforms.</p> <p>Will support the state and municipality mobilizations plans, integrate community outreach and public participation and develop partnerships with government, private sector, non-profit organizations. Furthermore, will obtain earned media and participate in mass events activities and educational impacts all this to broadcast this project's educational message.</p>



Performed Location	State Highway Safety Office and Island-wide	
Affected Communities	Yes; PP&E	
Federal funding source (s)	BIL 405d Impaired Driving High BIL 154 Transfer Funds BIL 164 Transfer Funds	
Project Agreement Number	26-12-01	
Subrecipient(s)	Puerto Rico Traffic Safety Commission	
Organization type	State Agency	
Amount of Federal Funds	\$1,708,000.00	
Eligible Use of Funds		GTS Code
	405d High Media/ID training/Enf related exp.	M4PEM B4PEM
	Alcohol Paid Media	PM_AL
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	PM-1: Prevention, Communications, Public Information and Educational Outreach (Alcohol ID)	

Project Name	Youth Impaired Driving Media Campaign
Project Description	<p>Reach this project's audience, age group 16-24, with the alcohol impaired driving prevention message and consequences for not complying with Puerto Rico Act 22-2000 by promoting the DUI's prevention content through publishing Media Buy Plans and obtaining bonuses. Will develop at least four (4) campaigns to address alcohol impaired driving safety problems. The problem identification data of the approved proposals will be taken into consideration. Among these, the following stand out: The problem identification data of the approved proposals will be taken into consideration. Among these, the following stand out: will be taken into consideration. Among these, the following stand out:</p> <ul style="list-style-type: none"> • Primary Audience: men, age group 16-24 • Primary Zone: Metropolitan Region • Periods <ul style="list-style-type: none"> ▪ October 2025- Halloween Campaign (\$168,000.00)



	<ul style="list-style-type: none"> January 2026- San Sebastián's Street Fest Campaign (\$72,000.00) April 2026- Intercollegiate Sports Competition Campaign (\$94,000.00) June-July 2026- Summer Effort (\$30,000.00) <p>The production of new campaigns is required for all areas. It will include the campaign's slogan "Si vas a beber, pasa la llave" (If you are going to drink, pass the car keys) by publishing the produced/ reproduced/ edited/ adapted educational pieces through owned media platforms.</p> <p>Will integrate community outreach and public participation and develop partnerships with government, private sector, non-profit organizations. Furthermore, will obtain earned media and participate in mass events activities and educational impacts all this to broadcast this project's educational message.</p>	
Performed Location	State Highway Safety Office and Island-wide	
Affected Communities	Yes; PP&E	
Federal funding source (s)	BIL 154 Transfer Funds BIL 164 Transfer Funds	
Project Agreement Number	26-12-02	
Subrecipient(s)	Puerto Rico Traffic Safety Commission	
Organization type	State Agency	
Amount of Federal Funds	\$364,000.00	
Eligible Use of Funds		GTS Code
	Alcohol Paid Media	PM_AL
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	PM-1: Prevention, Communications, Public Information and Educational Outreach (Youth ID)	

Project Name	Speed and Aggressive Media Campaign
Project Description	Reach audience with the speed and aggressive driving prevention message, consequences, and its legal outcomes for not complying with Puerto Rico Act 22-2000 by promoting the speed and aggressive prevention content through publishing Media Buy Plans and obtaining bonuses. Will develop at least two



	<p>(2) campaigns to address speed and aggressive driving safety problems. The problem identification data of the approved proposals will be taken into consideration. Among these, the following stand out:</p> <ul style="list-style-type: none"> Audience: Men <ul style="list-style-type: none"> Primary age group 18-24 Secondary: age group 26-34 Primary Zone: Metropolitan Region Periods <ul style="list-style-type: none"> February, March 2026- Aggressive Driving Campaign (\$406,750.00) July 2026- Speed Driving Campaign (\$187,250.00) <p>The Aggressive Driving Program campaigns require the production of new materials, as the previous campaigns are no longer valid for the upcoming period. In the case of the Speed Driving Program campaign, the previous materials will be reused</p> <p>Speed Driving Program: it will include campaign's slogan "El Límite de Velocidad es la Ley" (Speed Limit is the Law). Social Norming messages will continue to encourage people to obey speed limits.</p> <ul style="list-style-type: none"> Aggressive Driving Program: A new campaign will be created and developed based on target market. It will include a new slogan, subject to the new campaign creative concept and key visual. Social Norming messages will continue to persuade courtesy will driving. <p>The produced/ reproduced/ edited/ adapted educational pieces will be published through media buy period and owned media platforms.</p> <p>Will support the state and municipality mobilizations plans, when available, integrate community outreach and public participation and develop partnerships with government, private sector, non-profit organizations. Furthermore, we will obtain earned media and participate in mass events activities and educational impacts all this to broadcast this project's educational message.</p>	
Performed Location	State Highway Safety Office and Island-wide	
Affected Communities	Yes; PP&E	
Federal funding source (s)	BIL NHTSA 402	
Project Agreement Number	26-12-03	
Subrecipient(s)	Puerto Rico Traffic Safety Commission	
Organization type	State Agency	
Amount of Federal Funds	\$594,000.00	
Eligible Use of Funds		GTS Code
	Paid Advertising	PM



Planning and Administration	No
Whether the project is a promised project	No
The countermeasure strategy or strategies for programming funds	PM-2: Communication and Outreach (Speeding & Aggressive)

Project Name	Occupant Protection Media Campaign
Project Description	<p>Reach audience with the occupant protection message, consequences, and its legal outcomes for not complying with Puerto Rico Act 22-2000 by promoting the occupant protection content through publishing Media Buy Plans and obtaining bonuses. Will develop at least four (4) campaigns to address occupant protection safety problems. The problem identification data of the approved proposals will be taken into consideration. Among these, the following stand out:</p> <ul style="list-style-type: none"> • Audience <ul style="list-style-type: none"> ○ Seatbelt: men, age group 25-34 ○ Child Restraint/Unattended: women, age group 25-34 • Primary Zone: Metropolitan Region • Periods <ul style="list-style-type: none"> ▪ February 2026- Seatbelt Campaign – (272,000.00 - PM) ▪ May 2026-Child Unattended Campaign – (\$137,000.00 – UNATTD) ▪ May-June 2026-Seatbelt CIOT Campaign – (252,000.00 - M2PE; M1PE) ▪ September 2026-Child Restraint Campaign – (\$290,000.00 – M2PE; M1PE) <p>The Seatbelt Program and Child Restraint Program campaigns require the production of new materials, as the previous campaigns are no longer valid for the upcoming period. In the case of the Heatstroke campaign, the previous materials will be reused</p> <ul style="list-style-type: none"> • Seatbelt Program: it will include campaign's slogan "De día o de noche, si no te amarras, pagas" (Day or Night, Click It Or Ticket). Social Norming messages will continue to encourage vehicle occupants in all seating positions to use the seatbelt. • Child Restraint Program: it will include campaign's slogan "Asiento Protector: Úsalo Correctamente" (Child Seat, Use It Correctly). Social Norming messages will continue to encourage child restraint (car seat and booster seat) usage for children age group 0-8. <p>For the Child Unattended Program will produce a new campaign based upon the problem identification data of the approved proposals, as stated before. Campaign's slogan "Al estacionar su vehículo, recuerde: Para, Mira y Cierra" (When parking your</p>



	<p>vehicle, remember: Stop, Look, and Lock). Social Norming messages will continue child's presence in vehicle awareness. The produced/ reproduced/ edited/ adapted educational pieces will publish through media buy period and owned media platforms.</p> <p>Will support the state and municipality mobilizations plans, when available, integrate community outreach and public participation and develop partnerships with government, private sector, non-profit organizations. Furthermore, will obtain earned media and participate in mass events activities and educational impacts all this to broadcast this project's educational message.</p>	
Performed Location	State Highway Safety Office and Island-wide	
Affected Communities	Yes; PP&E	
Federal funding source (s)	BIL NHTSA 402 BIL NHTSA 402 (UNATTD) BIL 405b OP Low BIL 405b OP High	
Project Agreement Number	26-12-07	
Subrecipient(s)	Puerto Rico Traffic Safety Commission	
Organization type	State Agency	
Amount of Federal Funds	\$951,000.00	
Eligible Use of Funds		GTS Code
	Paid Advertising	PM
	Heatstroke/Unattended passenger education	UNATTD
	405b Low Public Education	M2PE
	405b High Public Education	M1PE
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	PM-3: Communication and Outreach (Seat Belts and Child Restraints)	
Project Name	Non-Motorized Media Campaign	
Project Description	Reach audience with the non-motorized safety message, consequences, and its legal outcomes for not complying with	



	<p>Puerto Rico Act 22-2000 by promoting the non-motorized safety content through publishing Media Buy Plans and obtaining bonuses. Will develop at least four (4) campaigns to address non-motorized safety problems. The problem identification data of the approved proposals will be taken into consideration. Among these, the following stand out:</p> <ul style="list-style-type: none"> • Primary Audience: men, age group 65+ • Secondary Audience: men, age group 25-34 • Primary Zone: Metropolitan Region • Periods <ul style="list-style-type: none"> ▪ October 2025- Pedestrian Safety Campaign (\$189,500.00 - PM) ▪ January - February 2026- Pedestrian-Driver Campaign (\$322,000.00 - FHPE; BGPE) ▪ May 2026- Bicyclist Safety Campaign (\$287,500.00 - FHPE; BGPE) ▪ June 2026- Pedestrian-Alcohol Campaign (\$272,000.00 - PM) • Pedestrian Programs: <ul style="list-style-type: none"> ▪ Pedestrian Safety- will reproduce the 2025 campaign. It will include the campaign's slogan "Peatón Responsable" (Responsible Pedestrian). Social Norming messages will continue to address pedestrian safety. ▪ A new campaign will be created and developed based on target market. It will include a new slogan, subject to the new campaign creative concept and key visual for the pedestrian-driver and pedestrian-alcohol programs. • Bicyclist Program: A new campaign will be created and developed based on target market. It will include a new slogan, subject to the new campaign creative concept and key visual. <p>The produced / reproduced / edited / adapted educational pieces will publish through media buy period and owned media platforms.</p> <p>Will support the state and municipality mobilizations plans, when available, integrate community outreach and public participation and develop partnerships with government, private sector, non-profit organizations. Furthermore, will obtain earned media and participate in mass events activities and educational impacts all this to broadcast this project's educational message.</p>
Performed Location	State Highway Safety Office and Island-wide
Affected Communities	Yes; PP&E
Federal funding source (s)	BIL NHTSA 402 BIL 405h Nonmotorized Safety BIL 405g Nonmotorized Safety
Project Agreement Number	26-12-10
Subrecipient(s)	Puerto Rico Traffic Safety Commission



Organization type	State Agency	
Amount of Federal Funds	\$1,071,000.00	
Eligible Use of Funds		GTS Code
	Paid Advertising	PM
	405h Public Education	FHPE
	405g Public Education	BGPE
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	PM-5: Communication and Outreach (Non-Motorized)	

Project Name	Motorcycle Safety Media Campaign
Project Description	<p>Reach audience with the motorcyclist safety prevention message, consequences, and its legal outcomes for not complying with Puerto Rico Act 22-2000 by promoting the motorcyclist safety content through publishing Media Buy Plans and obtaining bonuses. Will develop at least two (2) campaigns to address motorcyclist safety problems. The problem identification data of the approved proposals will be taken into consideration. These are the relevant facts:</p> <ul style="list-style-type: none"> Periods <ul style="list-style-type: none"> May 2026- Motorcycle Safety Campaign (138,500.00 - PM) March 2026- Share the Road Campaign (\$271,500.00 - M11MA) <p>The production of new campaigns is required for Share the Road Campaign.</p> <ul style="list-style-type: none"> Motorcycle Safety Program: it will include campaign's slogan "Motociclista Seguro" (Safe Motorcyclist). Social Norming messages will continue to encourage motorcyclists to use proper gear, obey the speed limit and don't drunk driving. Share The Road Program: it will include campaign's slogan "Comparte la Carretera" (Share the Road). Social Norming messages will continue to persuade drivers to respect motorcyclists.



	<p>The produced/ reproduced/ edited/ adapted educational pieces will publish through media buy period and owned media platforms.</p> <p>Will integrate community outreach and public participation and develop partnerships with government, private sector, non-profit organizations. Furthermore, we will obtain earned media and participate in mass events activities and educational impacts all this to broadcast this project's educational message.</p>	
Performed Location	State Highway Safety Office and Island-wide	
Affected Communities	Yes; PP&E	
Federal funding source (s)	BIL NHTSA 402 BIL 405f Motorcycle Programs	
Project Agreement Number	26-12-13	
Subrecipient(s)	Puerto Rico Traffic Safety Commission	
Organization type	State Agency	
Amount of Federal Funds	\$410,000.00	
Eligible Use of Funds		GTS Code
	Paid Advertising	PM
	405f Motorcyclist Awareness	M11MA
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	PM-6: Communication and Outreach (Motorcycle Awareness & Safety)	

Project Name	Distracted Driving Media Campaign
Project Description	<p>Reach audience with the distracted driving prevention message, consequences, and its legal outcomes for not complying with Puerto Rico Act 22-2000 by promoting the distracted driving prevention content through publishing Media Buy Plans and obtaining bonuses. Will develop at least one (1) campaign to address distracted driving safety problems. The problem identification data of the approved proposals will be taken into consideration. Among these, the following stand out:</p> <ul style="list-style-type: none"> • Audience: Men <ul style="list-style-type: none"> ○ Primary age group 18-24 ○ Secondary: age group 26-34 • Primary Zone: Metropolitan Region



	<ul style="list-style-type: none"> Period: April 2026- Distracted Driving Campaign <p>The production of new campaigns is required, as the previous ones will no longer be in effect for the upcoming period.</p> <p>Will adapt current NHTSA campaign's slogan for Put the Phone Away or Pay. Social Norming messages will continue to persuade drivers to use a hands-free device while driving. The produced/ reproduced/ edited/ adapted educational pieces will publish through media buy period and owned media platforms.</p> <p>Will support the state and municipality mobilizations plans, integrate community outreach and public participation and develop partnerships with government, private sector, non-profit organizations. Furthermore, will obtain earned media and participate in mass events activities and educational impacts all this to broadcast this project's educational message.</p>	
Performed Location	State Highway Safety Office and Island-wide	
Affected Communities	Yes; PP&E	
Federal funding source (s)	BIL 405e Distracted Driving Awareness	
Project Agreement Number	26-12-14	
Subrecipient(s)	Puerto Rico Traffic Safety Commission	
Organization type	State Agency	
Amount of Federal Funds	\$273,000.00	
Eligible Use of Funds		GTS Code
	405e Public Education	B8APE
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	PM-4: Communication and Outreach (Distracted Driving)	

Project Name	PESET Educational Media Campaign
Project Description	Reach audience with the PESET promotional message by promoting PESET through publishing Media Buy Plans and obtaining bonuses. Will develop at one (1) campaign to promote PESET assistance. The problem identification data of the



	<p>approved proposals will be taken into consideration. Among these, the following stand out:</p> <ul style="list-style-type: none"> Audience: <ul style="list-style-type: none"> Primary women, age group 26-34 Secondary: children, age group 7-12 Primary Zone: Metropolitan Region, and Arecibo Period: January 2026 <p>Will reproduce 2025 campaign. It will include the campaign's slogan "PESET" by publishing the produced/ reproduced/ edited/ adapted educational pieces through owned media platforms.</p> <p>Will integrate community outreach and public participation and develop partnerships with government, private sector, non-profit organizations. Furthermore, will obtain earned media and participate in mass events activities and educational impacts all this to broadcast this project's educational message.</p>	
Performed Location	State Highway Safety Office and Island-wide	
Affected Communities	Yes; PP&E	
Federal funding source (s)	BIL NHTSA 402	
Project Agreement Number	26-12-15	
Subrecipient(s)	Puerto Rico Traffic Safety Commission	
Organization type	State Agency	
Amount of Federal Funds	\$227,000.00	
Eligible Use of Funds		GTS Code
	Paid Advertising	PM
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	PM-1: Communication and Outreach (PESET)	

Project Name	Drug Impaired Driving Media Campaign
Project Description	Reach audience with the alcohol impaired driving prevention message, consequences, and its legal outcomes for not complying with Puerto Rico Act 22-2000 by promoting the DUI's prevention content through publishing Media Buy Plans and obtaining bonuses. Will develop at least seven (2) campaigns to



	address safety issues in driving under the influence of drugs. The problem identification data of the approved proposals will be taken into consideration. Among these, the following stand out: <ul style="list-style-type: none">• Primary Audience: men, age group 25-34• Primary Zone: Metropolitan Region• Periods<ul style="list-style-type: none">▪ April 2026- 4/20 Awareness Effort (\$79,500.00)▪ August 2026- Awareness, Educational and Prevention Campaign (\$322,500.00) <p>Will produce a new campaign based upon the problem identification data of the approved proposals, as stated before. It will include the campaign's slogan "Si te sientes diferente, guías diferente" (If you feel different, you'll drive different). Social Norming messages will continue to encourage a designated driver and alternative transportation on preventions and educational efforts by publishing the produced/ reproduced/ edited/ adapted educational pieces through owned media platforms.</p> <p>Will support the state and municipality mobilizations plans, when available, integrate community outreach and public participation and develop partnerships with government, private sector, non-profit organizations. Furthermore, will obtain earned media and participate in mass events activities and educational impacts all this to broadcast this project's educational message.</p>	
Performed Location	State Highway Safety Office and Island-wide	
Affected Communities	Yes; PP&E	
Federal funding source (s)	BIL 154 Transfer Funds BIL 164 Transfer Funds	
Project Agreement Number	26-12-16	
Subrecipient(s)	Puerto Rico Traffic Safety Commission	
Organization type	State Agency	
Amount of Federal Funds	\$402,000.00	
Eligible Use of Funds		GTS Code
	Drug Paid Media	PM_DG
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	PM-1: Prevention, Communications, Public Information and Educational Outreach (Drug-ID)	



Project Name	Crash Prevention Media Administrative
Project Description	<p>This project will be an administrative program for the Communications Division. Following the FY2021-2023 Management Review recommendations specifically Recommended Action B-2c will provide administrative and contractual resources to strengthen the division's capacity to manage communications activities, meet grant requirements, and conduct public outreach in compliance with applicable regulations.</p> <p>Future Staffing Plan (Pending Completion of Recommended Action B-2c)</p> <p>Since March 2025, when the Executive Director began his tenure, he has worked proactively to address pending matters from previous grant cycles. Among these, it was identified that a formal staffing study for the Communications Division has not yet been conducted. The Director of Administration has been instructed to prioritize this task and once completed, submit it to the Office of Administration and Transformation of Human Resources (OATRH) for approval.</p> <p>Following OATRH approval, CST will prepare and submit a formal request to the Office of Management and Budget (OMB) for State funding of the proposed positions. Once this process is finalized and, if necessary, CST will submit an amendment to NHTSA Region 2 to incorporate these positions into the FFY 2026 Annual Grant Application, as required.</p> <p>The planned positions, subject to the above process, would be:</p> <p>Communications Officer</p> <p>A key role to ensure the effective and accurate dissemination of road safety messages, coordinate media relations, manage content across digital and traditional platforms, organize events, and maintain a coherent institutional image aligned with CST objectives. The position would also support administrative functions such as preparing reports, drafting official documents, and developing internal materials to improve institutional coordination and decision-making.</p> <p>Administrative Officer</p> <p>A critical role to handle all administrative operations of the Communications Office file management, supply coordination, correspondence, call handling, and official documentation allowing the communications team to focus on delivering clear and effective safety messages.</p> <p>As outlined in the U.S. Department of Transportation NHTSA Memorandum of May 18, 2016, and in accordance with 2 CFR § 200.421, federal funds may only be used for specific advertising and public relations costs, including recruitment of personnel required for performance of a federal award. This project will adhere strictly to those requirements.</p>



	<p>Current Project Focus</p> <p>While the staffing process is completed, the project will concentrate on contractual services and other administrative resources essential to implementing communication strategies, outreach campaigns, and stakeholder engagement, including:</p> <ul style="list-style-type: none"> ➤ Social Media Management ➤ Website Maintenance ➤ Internet Strategic Services ➤ Graphic Designer ➤ Information Agency ➤ Communications Assistance ➤ Media Monitoring Services ➤ Photographer ➤ Advertising Services <p>Office supplies, equipment purchases (laptops, monitors, software licenses, others), stipends, and equipment maintenance/repairs will be used to ensure efficient performance. Local travel will support participation in large scale events and activities, while travel outside Puerto Rico will be dedicated to communications-related training and seminars.</p> <p>Traffic Safety Congress</p> <p>This project will finance the organization of a Traffic Safety Congress in 2026, a 2 to 3-day event aimed at bringing together experts, policymakers, and stakeholders to address current and emerging road safety challenges, share best practices, and explore data-driven strategies to reduce fatalities and serious injuries in traffic crashes.</p> <p>The event will feature presentations by specialized speakers from diverse disciplines, offering insights into best practices, innovations, and data-driven approaches that can be applied to improve safety outcomes. This collaborative environment will help align efforts at the local, regional, and national levels toward a unified vision of safer roads.</p> <p>Beyond information sharing, the congress will serve a critical educational and motivational role by engaging participants in meaningful dialogue about their role in promoting traffic safety. Through interactive sessions, real world case studies, and compelling presentations, attendees will be educated on the latest research, successful policy models, and behavioral change techniques. The congress aims not only to inform but also to persuade participants ranging from transportation officials and law enforcement to educators and community leaders to implement effective safety measures within their respective areas. By fostering commitment and accountability, the event will help drive long-term change and reinforce the shared responsibility of reducing preventable traffic related fatalities.</p>	
	Performed Location	State Highway Safety Office
	Federal funding source (s)	BIL NHTSA 402



Project Agreement Number	26-12-17	
Subrecipient(s)	Puerto Rico Traffic Safety Commission	
Organization type	State Agency	
Amount of Federal Funds	402PA \$80,877.52 402PM \$802,122.48 \$883,000.00	
Eligible Use of Funds		GTS Code
	Planning and Administration	PA
	Paid Advertising	PM
Planning and Administration	Yes	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	PM-8: Communication and Outreach (Media Campaign)	



Program Area: Motorcycle Safety

Updates to Triennial Highway Safety Plan (3HSP) by Program

Countermeasure Strategy for Programming Funds

Puerto Rico developed two comprehensive countermeasure strategies for the Motorcycle Safety Program area in the FFY 2024-2026 Triennial HSP. These well-thought-out strategies effectively address the issues identified in the problem identification process and guide the implementation of targeted projects.

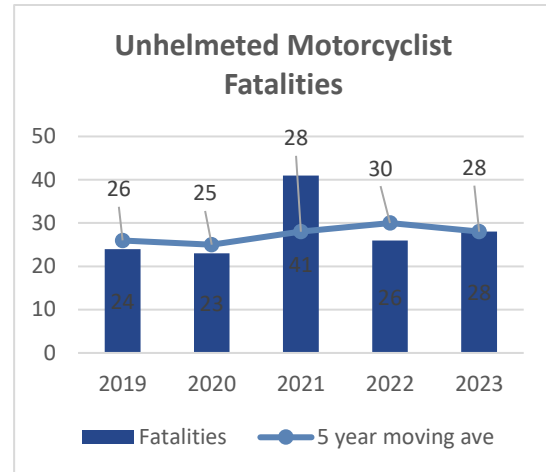
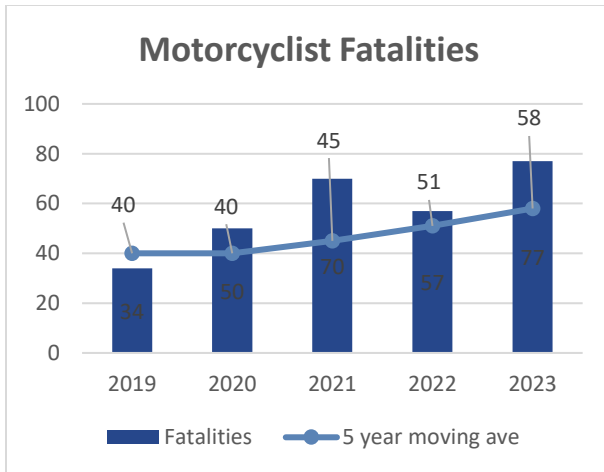
- **Strategy MC-1:** Motorcycle Rider Training and Education - *This strategy was eliminated in FFY 2025.*
- **Strategy MC-2:** Highway Safety Office Program Management (MC)

Performance Measure and Target

Two performance measure was established for the Motorcycle Safety Program. Below is the performance target for the measure and an evaluation of the progress made toward achieving this target:

Performance Measure	C-7 Motorcyclist Fatalities (FARS)
Performance Target	Reduce motorcyclist fatalities by 1.5% from 49.2 (2018-2022 RA) to 48.5 (2022-2026 RA) by 2026.
Assessment of Progress	The five-year rolling average for motorcyclist fatalities continues to trend upward, reaching 58 in 2023, up from 45 in 2021 and 51 in 2022. Despite a reduction in annual fatalities in 2022, the overall trend remains above the performance target of 48.5 for 2026. Therefore, this measure is not currently on track to be met. Reversing this trend will require sustained enforcement, public awareness campaigns, and targeted training initiatives for both riders and drivers.

Performance Measure	C-8 Unhelmeted Motorcyclist Fatalities (FARS)
Performance Target	Reduce unhelmeted motorcyclist fatalities by 4.0% from 29.2 (2018-2022 RA) to 28.0 (2022-2026 RA) by 2026.
Assessment of Progress	The five-year moving average for unhelmeted motorcyclist fatalities remains elevated at 28 in 2023—the same value as in 2021—and continues to reflect an upward trend. With the target set at 28.0 by 2026, the lack of consistent decline suggests this measure is not on track to meet its goal. Enhanced enforcement of helmet laws, along with focused education and outreach efforts, are essential to reduce these preventable fatalities.



Problem Identification Related to Targets That Are Not on Track to Be Met

Since the target to reduce motorcyclist fatalities is not on track to be met, further data analysis was conducted using the NHTSA Fatality Analysis Reporting System (FARS).

- In 2023, there were 471 crashes involving motorcyclists, representing approximately 25% of all traffic crashes with injuries. Additionally, 25% of all traffic fatalities involved a motorcyclist.
- A significant number of motorcyclists killed or injured were not in compliance with Law 22, Article 10.16, particularly regarding the use of required protective gear, including DOT-certified helmets.
- Data indicates that 53% of motorcyclist fatalities occurred on weekends (Friday, Saturday, and Sunday), while 47% occurred during weekdays (Monday through Thursday).
- By age group, 83% (64 out of 77 fatalities) were individuals between 21 and 49 years of age.
- Impaired riding continues to be a concern, with 38% (29 fatalities) involving riders under the influence of alcohol or drugs at the time of the crash.

Similarly, the target to reduce unhelmeted motorcyclist fatalities is not on track to be met. Additional analysis was conducted using data from the NHTSA Fatality Analysis Reporting System (FARS).

- Law 107 of August 10, 2007, introduced stricter requirements for protective gear, particularly helmets compliant with federal regulation FMVSS-218. Despite this, compliance remains a challenge.
- In 2023, 48% (28 out of 58) of motorcyclist fatalities involved riders not wearing a DOT-compliant helmet at the time of the crash.
- Moreover, 38% (29 fatalities) involved riders who were both impaired and unhelmeted at the time of the crash.
- Motorcycle types indicate that 36% or 29 were dual purpose, 30% or 24 were Sports bikes, 19% or 15 were scooters, 11% or 9 were cruisers, 3% or 2 were four tracks and 1% or 1 off-road.
- Motorcycle type data reported through FARS shows the following distribution among fatal crashes:
 - 36% (29) – Dual-purpose motorcycles
 - 30% (24) – Sport bikes
 - 19% (15) – Scooters
 - 11% (9) – Cruisers

- 3% (2) – Four-tracks
- 1% (1) – Off-road motorcycles

Adjustments to Countermeasure Strategies for Programming Funds

The following adjustments and enhancements will be made to Strategy MC-2 in Puerto Rico's FFY 2024–2026 Triennial HSP to further support reductions in motorcyclist fatalities in motor vehicle crashes.

- **Strategy MC-2: Highway Safety Office Program Management (MC) – Adjustment**
 - It is proven that educated motorcyclists demonstrate safer vehicle handling and behavior, thus decreasing fatalities and emergency-related crashes. To accomplish this objective, the PRTSC maintains a dedicated Motorcycle Safety Coordinator. For FFY 2026, the program will continue to strengthen education efforts across the island through more aggressive outreach campaigns and the inclusion of municipal police forces, Puerto Rico Police Department (PRPD), and emergency response personnel.
 - The program will maintain engagement with motorcycle clubs and riders during social events to educate them on the dangers of riding under the influence of alcohol.
 - MSF certified courses will continue to be offered to members of the Armed Forces and the Puerto Rico National Guard. Additionally, collaboration with Bella Riders Academy will support further training and education using the MSF curriculum.
 - The program will emphasize educational messaging on the correct use of protective gear and helmet use, as required by law, and continue to discourage riding with a blood alcohol concentration (BAC) of 0.02% or higher.
 - **New for FFY 2026**, the PRTSC will develop a digital motorcycle safety course accessible to the public through an online platform. This course will encourage motorcyclists to obtain essential education to improve their skills and reduce crash risk.
 - The program will include an entry-level rider education module designed to equip participants with the fundamental skills and knowledge necessary to prevent crashes and minimize injuries. This electronic course (eCourse) will cover critical concepts for safe motorcycle operation on public roadways and will take approximately two hours to complete.
 - Participants will also have the opportunity to take the official entry-level motorcycle theory exam digitally, administered in coordination with the Department of Transportation and Public Works (DTOP).
 - This initiative aims to expand access to motorcycle safety education, particularly among young or unlicensed riders and to strengthen understanding of licensing and endorsement requirements. It will also reinforce the importance of regulatory compliance and safe riding behaviors.

Changes to Performance Plan

No new performance measures have been added in the Motorcycle Safety Program.

Project and Subrecipient Information

Project Name	Program and Services Coordination Officer (Motorcycle Safety)
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Project Description

Motorcycle operator education has been shown to significantly reduce crashes and fatalities by promoting proper vehicle handling and risk awareness. To address this need, the Puerto Rico Traffic Safety Commission (PRTSC) employs a dedicated Program and Services Coordination Officer for Motorcycle Safety, who is certified by the Motorcycle Safety Foundation (MSF). This project supports the continued implementation and expansion of motorcycle safety efforts throughout Puerto Rico, including the creation of a motorcycle safety entry-level rider education eCourse (theory) that will provide novice riders with the minimum knowledge and skills necessary to ride a motorcycle. This course will be part of the endorsement process with the DMV, with the goal of reducing motorcyclist fatalities and injuries through education, enforcement coordination, and public engagement.

The Program and Services Coordination Officer will lead and coordinate island-wide initiatives to promote motorcyclist safety, including targeted education campaigns, interagency partnerships, and training programs. These efforts will involve collaboration with municipal and state police, the Emergency Medical Response Corps, and other key stakeholders. A core responsibility will be to ensure that motorcycle training ranges meet established performance and safety standards, in coordination with the Department of Transportation and Public Works (DTOP) and the Driver Services Offices (DISCO).

Key responsibilities of the Program and Services Coordination Officer (Motorcycle Safety) include:

- Coordinating with the PRTSC Communications Area to develop and disseminate educational materials via mass media and social media platforms, reaching thousands of riders and the general public.
- Organizing motorcycle-focused outreach events such as safety shows and integrating educational efforts into motorcycle club gatherings, particularly focusing on impaired riding prevention.
- Delivering training to Municipal and State Police on Act 107-2007 and best practices in motorcycle operation and enforcement.
- Continuing to offer MSF-approved rider training courses to members of the Armed Forces and the Puerto Rico National Guard in partnership with Bella Riders Academy.
- Promoting the proper use of safety equipment, such as helmets and protective gear, and reinforcing the dangers of riding under the influence of alcohol or with a BAC of 0.02% or higher.
- Supporting enforcement during FFY 2026 mobilizations by coordinating with law enforcement to target motorcyclists who violate traffic laws, including Law 22.
- Establishing partnerships with motorcycle dealers and distributors to distribute educational literature and

	<p>provide point-of-sale education on licensing, training, and safety requirements.</p> <p>For FFY 2026, the Motorcycle Safety Officer will also collaborate with PRTSC, Puerto Rico Police, DTOP, DMV-DISCO, PRHTA, and ACAA to establish an interagency committee focused on motorcycle safety education and enforcement. This committee will aim to reduce negligent behaviors, increase the use of protective gear, promote the "Share the Road" campaign, and reinforce the message "Proper Gear —Its Use Has a Reason."</p> <p>The Motorcycle Safety Officer's position will be split 50% under Motorcycle Safety and 50% under the Police Traffic Services Program, in accordance with applicable federal funding guidance and cost principles.</p> <p>Eligible project costs include personnel salaries and benefits, contractual services, training, supplies, local and out-of-state travel, subscriptions or memberships, and other direct expenses necessary for implementation.</p>	
Performed Location	State Highway Safety Office	
Federal funding source (s)	BIL NHTSA 402	
Project Agreement Number	26-13-06	
Subrecipient(s)	Puerto Rico Traffic Safety Commission	
Organization type	State Agency	
Amount of Federal Funds	\$240,066.00	
Eligible Use of Funds		GTS Code
	Motorcycle Safety	MC
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	MC-1: Highway Safety Office Program Management (MC)	

Program Area: Distracted Driving

Updates to Triennial Highway Safety Plan (3HSP) by Program

Countermeasure Strategy for Programming Funds

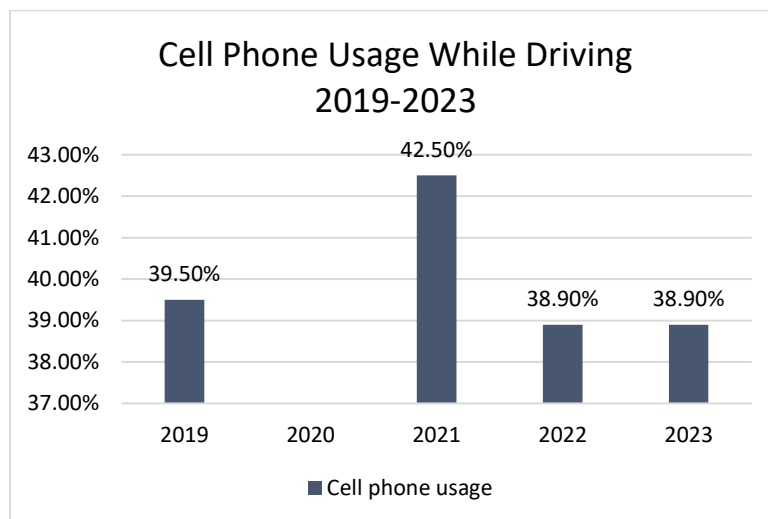
Puerto Rico developed eight comprehensive countermeasure strategies for the Distracted Driving Program area in the FFY 2024-2026 Triennial HSP. These well-thought-out strategies effectively address the issues identified in the problem identification process and guide the implementation of targeted projects.

- Strategy DD-1: DD-1: High Visibility Distracted Driving Law Enforcement
- Strategy DD-2: Highway Safety Office Program Management (DD)

Performance Measure and Target

One performance measure was established for the Distracted Driving Program. Below is the performance target for the measure and an evaluation of the progress made toward achieving this target:

Performance Measure	B-2 People that reported making cell phone calls while driving. (State Survey)
Performance Target	Reduce of people that reported making cell phone calls while driving by .90 percentage points from 38.90 percent in 2022 to 38.00 percent by December 31, 2026.
Assessment of Progress	Based on the available data, the target is on track to be met. The percentage of drivers who reported making cell phone calls while driving decreased from 38.9% in both 2022 and 2023 to a preliminary 22.0% in 2025, representing a significant decline. Although no survey data was collected in 2024, the 2025 preliminary result indicates substantial progress well beyond the target of 38.0% by 2026. Continued monitoring is recommended to validate and sustain this trend.



Source: Road Safety, Distracted Driving and Cell Phone Usage Study 2019-2023

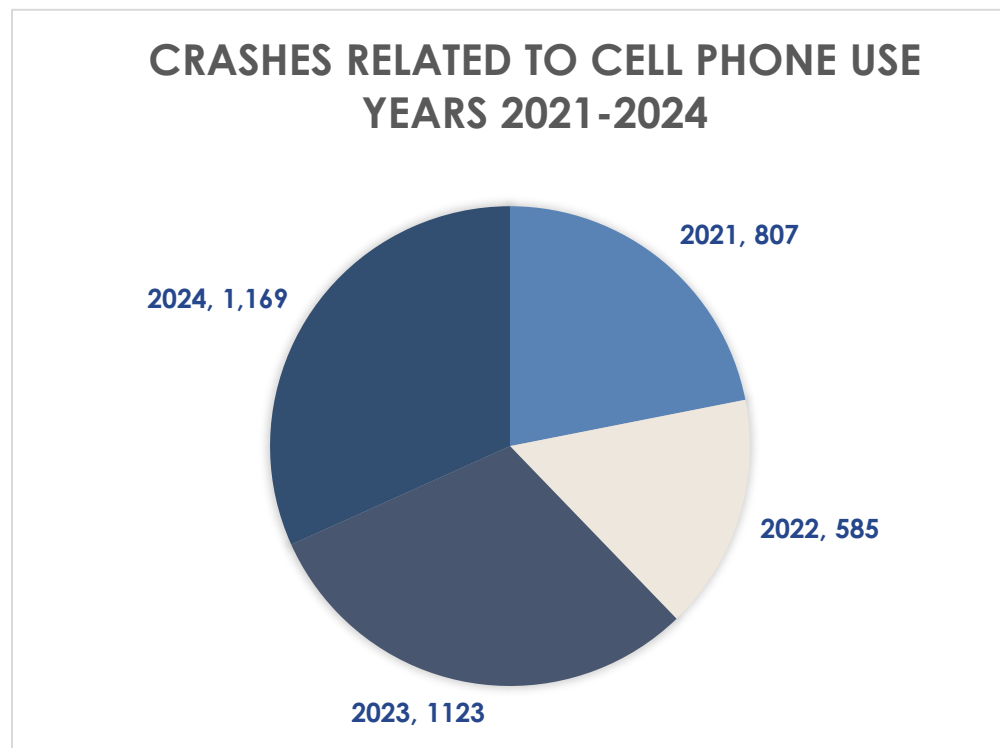
Problem Identification Related to Targets That Are Not on Track to Be Met

Given that the objective is to reduce the number of people who report making cell phone calls while driving, according to the 2023 Road Safety Distracted Driving and Cell Phone Usage, consigned by the PRTSC this is the data obtained:

- 98.6% of the participants indicated own a cellular phone.
- 96.2% of the participants indicated that texting while driving is illegal.
- 76.1% of participants indicated use it to make or receive calls while driving “very often or “sometimes”.
- 96.2% of the participants understand that driving and talking on a cell phone without a hands-free device in Puerto Rico is illegal.
- 92.1% of participants “always” or “almost always” use hands free device when driving.

Crashes related to cell phone use 2021-2024

- Puerto Rico Police Department (PRPD) reported a total of 3,684 crashes where cell phone use was related to the crash, for 2021-2024



Adjustments to Countermeasure Strategies for Programming Funds

The following adjustments will be made to selected strategies in Puerto Rico's FFY 2024-2026 Triennial HSP to support reductions in distracted driving fatalities in motor vehicle crashes.

- **Strategy DD-1: DD-1: High Visibility Distracted Driving Law Enforcement - Adjustment**
 - To reduce the number of fatalities, the PRTSC plans to carry out a high-impact law enforcement mobilization, involving both the Puerto Rico State Police and, to a greater extent, the Municipal Police. Puerto Rico plans to carry out this

national mobilization from April 6 to 13, 2026. The purpose of this initiative is to reduce the number of fatalities associated with distracted drivers.

- o Additionally, it is crucial that law enforcement officers continue to enforce distracted driving laws, particularly against drivers using cell phones, even outside of designated campaigns or mobilization periods. This ongoing enforcement is essential to maintaining the momentum and effectiveness of the overall strategy.

Changes to Performance Plan

No new performance measures have been added in the Distracted Driving Program.

Project and Subrecipient Information

Project Name	Program and Services Coordination Officer (Distracted Driving)
Project Description	<p>The main objective of this project is to provide a Program and Services Coordination Officer (Distracted Driving) to work on reducing the number of fatalities caused by distracted drivers in 2026. The coordinator's salary is funded 15% from this project and 85% from the Occupant Protection Program. Additionally, local and stateside travel and equipment costs are covered. The Program and Services Coordination Officer (Distracted Driving) will:</p> <ul style="list-style-type: none"> • Develop and implement strategies aimed at reducing distracted driving incidents across the region. • Coordinate educational campaigns and outreach programs to raise awareness about the dangers of distracted driving. • Collaborate with local and state law enforcement agencies to enhance enforcement efforts related to distracted driving laws. • Monitor and evaluate the effectiveness of distracted driving initiatives and adjust strategies as necessary to achieve desired outcomes. • Facilitate training sessions for law enforcement and other stakeholders on best practices for addressing distracted driving. • Represent the interests of the PRTSC and other stakeholders within the traffic safety community at conferences, meetings, and public events. <p>By focusing on these activities, the Program and Services Coordination Officer (Distracted Driving) will play a crucial role in reducing the number of fatalities and injuries caused by distracted driving, ultimately contributing to safer roads and communities.</p>
Performed Location	State Highway Safety Office
Federal funding source (s)	BIL NHTSA 402
Project Agreement Number	26-14-03
Subrecipient(s)	Puerto Rico Traffic Safety Commission



Organization type	State Agency	
Amount of Federal Funds	\$11,200.00	
Eligible Use of Funds		GTS Code
	Distracted Driving	DD
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	DD-2: Highway Safety Office Program Management (DD)	

Project Name	Distracted Driving Enforcement Mobilization
Project Description	This project has the purpose of increasing the number of interventions of distracted drivers and this way reduce traffic crashes caused by cell phone distractions, the PRTSC organizes one (1) enforcement campaign. This plan's purpose is to intervene with distracted drivers, particularly during the periods of April 6-13, 2026, at 6:00 am – 6:00 pm. To achieve this objective, an intensive plan of proactive road patrols with the Puerto Rico Police and Municipal Police Forces throughout the island. Funds will be provided to State and Municipal law enforcement agencies to intervene with distracted drivers. State and municipal police forces will receive funds to participate in enforcement efforts. Costs include overtime hours and fringe benefits.
Performed Location	Island-wide & Municipalities throughout the Commonwealth
Federal funding source (s)	BIL NHTSA 402 BIL 405e Distracted Driving Awareness
Project Agreement Number	26-14-XX
Subrecipient(s)	Municipal Polices & PRPD (Traffic Bureau) <ol style="list-style-type: none"> 1. TE Puerto Rico Police Department 2. TE Municipal Police Aguadilla 3. TE Municipal Police Arecibo 4. TE Municipal Bayamon 5. TE Municipal Barceloneta 6. TE Municipal Caguas 7. TE Municipal Camuy 8. TE Municipal Carolina 9. TE Municipal Cataño 10. TE Municipal Cidra 11. TE Municipal Corozal 12. TE Municipal Florida



	13. TE Municipal Guaynabo 14. TE Municipal Guayama 15. TE Municipal Hatillo 16. TE Municipal Humacao 17. TE Municipal Isabela 18. TE Municipal Moca 19. TE Municipal Morovis 20. TE Municipal Ponce 21. TE Municipal Quebradillas 22. TE Municipal Sabana Grande 23. TE Municipal San Germán 24. TE Municipal San Juan 25. TE Municipal Salinas 26. TE Municipal Toa Alta 27. TE Municipal Toa Baja 28. TE Municipal Utuado 29. TE Municipal Vega Baja 30. TE Municipal Yauco *The list of subrecipients is preliminary, as it is subject to the availability of resources for mobilizations, such as personnel, budget, and vehicles.	
Organization type	Local Agencies & State Agency	
Amount of Federal Funds	\$300,000.00	
Eligible Use of Funds		GTS Code
	Distracted Driving	DD
	405e DD Law Enforcement	B8ADDLE
Planning and Administration	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	High Visibility Seat Belt Law Enforcement	



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