

2008

HIGHWAY SAFETY ANNUAL REPORT



Commonwealth of Puerto Rico

Traffic Safety Commission

12/30/2008

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INTRODUCTION

Puerto Rico is the smallest and easternmost island of the Greater Antilles in the Caribbean consisting of the main island and several smaller islands including Vieques and Culebra. The main island measures 100 miles long and 35 miles wide with a population of 4 million, Spanish speaking citizens distributed over 78 municipalities. There are 16,398 roadway miles, including 188.62 miles of toll roads, used by 2,078,841 licensed drivers and 3,165,543 registered vehicles.

Two decades ago, 648 traffic fatalities were reported in 1987. In 2001, the 500 barrier was broken when a new traffic law became effective increasing penalties and reported fatalities reached 496. Fatalities for the years from 2004 to 2007 have been the lowest in any four year period since traffic crash data has been collected with an average of 477.7 for the period. This downward trend led us to two awards, one in 2007 and another in 2008, given by Region II of the American Association of Motor Vehicle Administrators (AAMVA) for having the largest fatality rate reduction during the last five years.

As a result of the strategies implemented during recent years by participating agencies and organizations, reported fatalities to December 28, 2008 show a reduction of 59 fatalities or 11% when compared to same date on 2007. Also, we are looking for a reduction of 53 when compared to 2007, year with the lowest fatality total in the past 35 years. With this drop, the Puerto Rico Traffic Safety Commission will be breaking the 400 barrier. The challenge for the next four years is to break the 300 barrier. One of the Commission's top priorities for FY 2008 was to continue the implementation of its Motorcycle Safety Program. After the passage of a measure signed into law in August of 2007 by the Governor of Puerto Rico, Hon. Anibal Acevedo-Vila, moved Puerto Rico from having less strict motorcycle regulations than most states and territories to having more restrictive requirements than any other state that we are aware of. Also, a pedestrian awareness campaign was developed and implemented thru 2008.

A public information and education campaign was carried out to enhance motorcyclist and pedestrian awareness of safety issues and to educate motorists on sharing the road safely. As a result of the PI&E campaign together with a more aggressive enforcement approach motorcycle fatalities have decreased from 77 in December 28, 2007 to 72 in 2008. As a result of the permanent fitting stations in the 42 firehouses, 15 in the community programs, and the PI&E campaign, the child restraint use increased significantly from 86% to 94.9%.

Table I: TRAFFIC CRASH TRENDS 2003–2007

INDICATORS	2003	2004	2005	2006	2007
Registered Vehicles	2,537,783	2,695,757	2,801,217	3,015,227	3,165,543
Licensed Drivers* ^[1]	2,672,585	2,041,460	2,050,350	2,045,120	2,078,841
Roadway Miles	15,831	15,936	15,994	16,275	16,398
VMT •	186.6	194.4	194.3	196.4	192.2
Total Crashes ^[2]	300,469	320,912	329,896	313,342	288,947
Total Injuries ^[3]	43,092	45,364	42,838	41,311	41,341
Fatal Crashes	472	466	438	482	430
Total Fatalities	495	495	457	507	452
Pedestrians	151	164	131	139	145
Drivers	171	167	146	159	156
Others	174	164	178	209	151
Fatality Index	2.66	2.54	2.35	2.58	2.35

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

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



Child Passenger Technicians from the Fire Department continued to provide safety seat checks and carry out safety seat checkpoints around the island together with the Community Program staff members that have been trained as CPST's. This year, Puerto Rico participated in the Safety Belt Mobilization. Safety belt use increased slightly from 92.1% to 92.8 and over 27,000 hours were worked by more than 45 reporting agencies. Commonwealth and Municipal Police continued an integrated and sustained enforcement effort during 2007. Commonwealth and over 40 Municipal Police agencies joined forces for a Holiday Impaired Driving Crackdown from December 6, 2007 to January 15, 2008, a Summer Crackdown and another during the National Labor Day Crackdown in 2008.

The PRTSC and the Court Administration continued training judges and prosecutors in processing DWI cases. A total of 89 and 149 were trained respectively in each agency. Paid Media supported the Seat Belt and DWI Mobilizations and Crackdowns as well as the Child Restraint, Bicycle and Motorcycle Safety Awareness Campaigns. On the last two, the part of the message was focused on sharing the roads with motorists. Numerous mass media events were held during the year with over 1,000,000 educational material distributed.

In December of 2007, a Road Safety Congress was held in Puerto Rico for Highway Safety leaders with representatives from North and South America, Spain, and New Zealand. A total of 23 countries participated.



IMPAIRED DRIVING

Problem Identification:

Puerto Rico has been identified by NHTSA as one of the top ten high fatality rate states with the highest alcohol related fatality rate. Annually, there are more than 300,000 traffic crashes in Puerto Rico with approximately 45,000 injuries and between 450 and 500 fatalities. In 2007, 42% of the total 452 fatalities were alcohol related.

Performance Goals:

- Reduce alcohol related fatalities by 8% from 215 in 2006 to 188 in 2007 and reduce the alcohol related fatality index from 1.20 in 2006 to 1.10 in 2008.
- Conduct training for judges and prosecutors during 2008.

Legislative Goals:

- Achieve Age 21 and a Zero Tolerance Legislation

Results:

Because the year 2008 has not ended yet, data on miles traveled and BAC's is not available to calculate the alcohol related fatality index. However, the available data until August does indicate a reduction of 31 in alcohol related fatalities from 125 in 2007 to 102 in 2008 during the same time period.

By the end of FY08, about 15,500 DWI interventions were made by Commonwealth and Municipal Police. By the end of the calendar year 2008, estimates indicate that DWI interventions will be approximately 20,000 versus 23,069 in 2007; with a reduction of 3,069.

Over 9,800 sobriety checkpoints were conducted to the end of FY 2008.

None of the Legislative goals have been achieved.

Overview:

Although Puerto Rico does not have an Age 21 Law that prohibits drinking to minors, several laws have been enacted in recent years providing additional tools to law enforcement agencies in the fight against impaired drivers. Among these, a Zero Tolerance Law for people under 18 years of age, a Repeat Offender Law and stricter penalties for impaired drivers with a passenger under 15 years of age became effective.



Also, BAC test refusal was eliminated from the law requiring suspected drivers to give a BAC sample and an Open Container Law went as well into effect.

The PRTSC strategy has been to incorporate as many Municipal Police agencies into the PPR Police effort in order to aggressively cover the whole island with sustained enforcement, given that Puerto Rico is a small, densely populated island, where people routinely travel across many municipal boundaries.

A High Visibility Enforcement Plan against impaired drivers included five activities, was also implemented during 2008 by the Commonwealth and over 40 Municipal Police agencies. A summary of the enforcement actions was taken in three of the larger mobilizations: Holiday 2007 (December 2007 – January 2008), Summer 2008 and the 2008 National Labor Day Crackdowns as shown in Table I. These Crackdowns were also supported by an aggressive paid media campaign (see Paid Media) using the enforcement slogan “Guiar borracho es un crimen, serás arrestado” the NHTSA’s Spanish version for “Drunk Driving: Over the Limit, Under Arrest”. Due to election year, the police participation shows a dramatically reduction.

Table I **FY 2008 DWI MOBILIZATIONS**
(Commonwealth & Municipal Police)

MOBILIZATIONS	INTERVENTIONS	ARRESTS	CHECKPOINTS CONDUCTED	PARTICIPATING OFFICERS	OFFICER HOUR WORKED	% TOTAL OVER TIME HOURS
HOLIDAY 2007-08	1,908	419	181	500	46,843	43%
SUMMER 2008	1,542	1,248	84	483	40,759	84%
LABOR DAY 2008	791	671	61	359	13,930	57%
TOTAL	4,241	2,338	326	1,342	101,532	61%

The media strategy used when conducting high visibility and sustained enforcement helped us send out the message that violating traffic laws will result in getting arrested. This message was reinforced by several organizations such as MADD PR Chapter, the Alcoholic Beverage Industry of PR (ABIA), the Lions Club and the PARA Alliance encouraging drivers not to drink and drive. In addition, over 250,000 educational materials were distributed in events, with the collaboration of the Community and the FIESTA programs.

The results of the ongoing effectiveness and sustained enforcement can be seen in Table II. The PRTSC funded enforcement projects to purchase equipment such as 30 patrol cars for the Commonwealth Police, 2 Utility Vehicles, 2 BAT Mobiles, and breath test equipment (Intoxilyzer 5000EN) to be placed in the Department’s different units for DWI detection. For the Municipal Police, 6 patrol cars were purchased.

A Special DWI Prosecutor Unit is funded by the PRTSC to help identify recidivists because the Repeat Offender Law provides stiffer penalties for these offenders. Preliminary data indicates that over 529 recidivists were identified. Judges and the Court Administration officials attended stateside training on special DWI courts. Efforts are being made for DWI cases to be seen in the Special Drug Courts recently established in Puerto Rico. In addition, a two day course has been developed on the changes in the law, breath test equipment, used to raise awareness about the importance of impaired driving cases by both the Department of Justice and the Court Administration, 89 prosecutors and 149 judges respectively have taken the course during this year.

By law, Health Department chemists in charge of verifying breath test equipment calibration and analyzing blood samples need to testify in court. Funds were provided for salaries, training and the purchase of a hydrogen generator, which was not received before the end of the FY and funds will be reassigned for 2009.



Table II

DWI ACTIVITIES 2004 – 2007

Year	Commonwealth Police		Municipal Police
	Interventions	Arrests	Interventions
2004	19,023	14,453	544
2005	19,837	15,540	1,783
2006	23,843	19,566	1,498
2007	21,595	17,528	1,474
2008*	14,327	11,852	1,155

* Data to October 2008.

Throughout the year, the Luis Señeriz Foundation/MADD Puerto Rico has been active in promoting legislation, court monitoring, vigils, and the "Tie One On" red ribbon campaign for the Holiday season, among other activities. Press coverage of the Foundation's activities is significant. Also, the "Protecting You, Protecting Me" program for schools continues its implementation.



Fiscal Review:

Grant	Assigned	Expended	Reprogrammed
154AL	2,300,307.28	1,129,163.80	1,171,143.48
164AL	1,700,602.00	835,783.39	864,818.61
410HV	959,483.32	580,821.51	378,661.81
TOTAL	4,960,392.60	2,545,768.70	2,414,623.90



YOUTH IMPAIRED DRIVING

Problem Identification:

Out of the 237 total driver fatalities in 2007, 92 or 39% were between the ages of 16-25 and out of these 37 or 40% tested positive to alcohol and 30% were legally impaired. Furthermore, data until August, 2008 shows that of the total 257 drivers killed, 57 or 22% were between the ages of 16 to 25 and of these, 30 or 77% were positive for alcohol. Youth, are new drivers and new drinkers and are targets of campaigns by liquor companies among other issues the lack of experience, immature judgment, and risk taking. Changes in the youth environment must be made to stop alcohol consumption.

Performance Goals:

- Reduce young driver fatalities by 10% from a five year (2002-2006) average of 84 to 76 by 2008.
- Reduce alcohol related young driver fatalities by 10% from a five year average of 34 to 31 by 2008.

Legislative Goals:

- Age 21 MDA
- Zero Tolerance
- Graduated Driver Licensing

Results:

The data for year end 2008 is not available yet, but for the five year period from 2003 to 2007 data indicates an increase in the percentage of young driver fatalities from 80 to 86. Nevertheless, although not reaching our goal yet, the alcohol related young driver fatalities for the five year period from 2003 to 2007 has remained the same, at 34.

None of the Legislative goals have been achieved.

Overview:

Studies suggest that young drivers are often ignorant of important aspects of risky driving behaviors. An extremely important complement to our Impaired Driving Program is paying close attention to attitudes of adolescents and young adults related to alcohol use and driving for countermeasures to be developed.

As part of the university lifestyles, many students begin drinking alcohol as well as driving. Unfortunately, they sometimes mix both activities resulting with fatal results. College students are bombarded with marketing by the beer and liquor companies at sporting, music and cultural events. With the help of the FIESTA Programs, at the university level, the Puerto Rico Traffic Safety Commission attempts to affect environmental changes and address the drinking problem to college campuses as well as reduce the incidence of drinking and driving.



FIESTA is a peer program that trains students as instructors to conduct conferences and other activities designed to change student behavior. There are seven FIESTA projects in campuses around Puerto Rico. These programs organize non alcohol activities, such as homecomings, health fairs, etc. They also provide workshops and display booths throughout college campuses. Students also promote the enforcement waves and crackdowns and work information booths in track and field meetings and other sports events.



The San Juan Police Athletic League also has a FIESTA program with middle school and high school students trained as instructors. These students give conferences at disadvantaged neighborhoods and housing projects. They also organize school patrols, safety events and participate in radio and TV shows.

During 2008, the FIESTA projects offered 632 presentations and conferences reaching a combined direct audience of 34,291 and indirectly 171,014. Over 25 students were trained as instructors in the 3 workshops held.

A public information campaign consisting of paid media, print material, banners, and promotional materials for sporting and music events have been developed by the PRTSC and different FIESTA programs.

Fiscal Review:

Grant	Assigned	Expended	Reprogrammed
402	265,770.00	213,148.38	52,621.62
154AL	41,400.00	37,779.75	3,620.25
164AL	149,408.00	145,301.28	4,106.72
TOTAL	456,578.00	396,229.41	60,348.59





POLICE TRAFFIC SERVICES

Problem Identification:

Speeding and aggressive driving continue to be the main factors that cause traffic crashes in Puerto Rico. In 2006, speeding was a contributing factor in 206 or 43% of the fatal crashes.

Performance Goals:

- Reduce total speed related fatalities by 7% from 220 in 2006 to 205 in 2008.
- Conduct training for police officers regarding traffic laws.



Results:

Data for 2008 year end data is not available yet; however, when comparing data as of December 31, 2006 to 2008, an increase of 8 speed related fatalities from 220 to 228 is depicted. For a nine month period, ending in September 2008, there were 122 fatalities reported. With this data, we projected 183 fatalities at December 31, 2008.

Overview:

Activities funded under the Police Traffic Services program area emphasize on speed enforcement and support other enforcement efforts such as impaired driving and occupant protection enforcement. The most important component of this program is the PASEAVI or "Wolf Pack" patrols that target high crash sites and actively participate in the Mobilizations and Crackdowns. The 20 vehicles that comprise the PASEAVI unit provide high visibility enforcement and, in addition to the assignments by the Traffic Bureau, are frequently requested by Area Commanders to impact high crash locations. They expedited 23,772 speeding violations, had 882 DWI interventions, 2 arrests, recovered 5 stolen vehicles, and confiscated 2 vehicles and 2 motorcycles.

An important component of the Police Traffic Services Program is the funding for overtime patrolling. Both the Highway Patrols and the PASEAVI units use overtime to increase patrolling, especially during weekends/nights at high crash sites. The table in this page presents the Commonwealth Police interventions since 2004.

As can be noticed, the enforcement efforts have been aggressive and sustained over the last several years. For this year's CIOT Mobilization, actual police officers from the PRPD and Municipal agencies took part in the TV commercials created for the campaign.



**COMBINED ENFORCEMENT ACTIVITIES FY 2004 – 2008
(COMMONWEALTH & MUNICIPAL POLICE)**

FY	SPEEDING VIOLATIONS	SEAT BELT VIOLATIONS	D W I INTERVENTIONS
2004	284,749	279,115	19,567
2005	295,796	238,162	21,620
2006	248,470	219,677	25,341
2007	234,366	236,008	22,830
2008*	195,586	222,034	15,458

**Data to October 2008*

Promotions and reassignment of traffic patrol officers require continuous training and the certification of officers in radar and breath test equipment. Stipends for certified officers were also funded. At the Traffic Police Training Institute 165 Commonwealth Police officers were trained and certified during 2008.

As part of the effort to involve Municipal Police in traffic enforcement, the Institute trained and certified 91 Municipal Police officers. Eight "Looking beyond the ticket" trainings were also offered to a total of 212 Commonwealth and Municipal Police officers.

COMMONWEALTH POLICE EFFORTS FY 2004 – 2008

FY	SPEEDING VIOLATIONS	SEAT BELT VIOLATIONS	CHILD REST. VIOLATIONS	D W I INTERVENTIONS	D W I ARRESTS
2004	274,996	268,667	N/A**	19,023	14,453
2005	277,018	219,680	5,728	19,837	15,540
2006	229,820	208,180	4,090	23,843	19,566
2007	215,915	208,574	4,849	20,954	16,686
2008*	187,695	207,839	3,963	14,327	11,852

**Data to October 2008 **Not available or collected for those years.*

**MUNICIPAL POLICE ENFORCEMENT ACTIVITIES
FY 2004 – 2008**

FY	SPEEDING VIOLATIONS	SEAT BELT VIOLATIONS	CHILD REST. VIOLATIONS	D W I INTERVENTIONS / ARRESTS
2004	9,753	10,488	N/A**	544
2005	18,778	18,482	719	1,783
2006	18,650	11,497	657	1,498
2007	18,451	27,434	864	1,876
2008*	7,970	14,467	429	1,740

**Data to October 2008 **Not available or collected for those years.*



Fiscal Review:

Grant	Assigned	Expended	Reprogrammed
154AL	503,260.74	361,130.94	142,129.80
402	1,105,751.09	275,528.43	830,222.66
K2-405	330,000.00	185,064.67	144,935.33
164AL	216,961.49	197,182.91	19,778.58
410FR	1,232,926.87	167,723.77	1,065,203.10
410HV	1,319,968.30	183,649.35	1,136,318.95
406	252,000.00	101,835.20	150,164.80
TOTAL	4,960,868.49	1,472,115.27	3,488,753.22



P PLANNING AND ADMINISTRATION

Problem Identification:

The Commonwealth of Puerto Rico is responsible for the planning and administration of the Highway Safety Plan. This function has been delegated by the Legislature of Puerto Rico through Law 33 of July 1, 1972, for the Governor and the PRTSC. The Puerto Rico Traffic Safety Commission oversees the day-to-day operations, the development, planning, evaluation and monitoring of the activities described in the Highway Safety Plan. The PRTSC also oversees that funds expended in carrying out these activities be properly accounted for, reimbursed promptly to the expending agency, and audited.

Performance Goals:

- Prepare an annual Highway Safety Plan by September 1.
- Prepare an Annual Evaluation Report by December 31.
- Close out fiscal activities by December 31.

Results:

The 2008 Highway Safety Plan (HSP), Program Closeout and the Annual Evaluation Report for FY08 were submitted on a timely manner. However, it is important to mention that in order to complete the Annual Evaluation by December 31 it will be difficult because the year end data is still not available yet.

Puerto Rico is interested in developing effective road safety plans with new strategies and the best practices from other countries, states and jurisdictions. Puerto Rico was the venue of the Road Safety Congress of the Americas, which was held in December 2007 with participants from North and South America, Spain and New Zealand, and 23 countries.

Overview:

PRTSC developed a comprehensive, well-crafted fiscal year 2009 Highway Safety Plan that was approved by NHTSA. It complied with the requirements of the Program Section 402 and the strategies, countermeasures and projects included. This should help reach Puerto Rico's traffic safety goals. Required single audits were performed this year. The acquisition and installation of equipment to start updating the PRTSC information system continued during this year.

After closely monitoring the progress of projects, their quarterly and expenditure reports, PRTSC was able to submit its final voucher by December 30th, constituting the final reconciliation for FY08. Liquidation of funds have improved during this year and is as follows: 63% of 402 funds, 58% of K2-405, 59% of 164AL, 54% of 154AL, 45% of 164HE, 39% of 154HE, 70% of 406, 0% of K9 408, 47% of K8FR 410, 34% of K8HV 410 and 41% of 2010. During FY08, Puerto Rico's Grants Tracking System included a total of \$23,254,933.20 in federal grants of which, \$11,985,301.20 were carry-overs from FY07. See Financial Summary Section.



Fiscal Review:

Grant	Assigned	Expended	Reprogrammed
402	226,064.80	176,344.67	49,720.13
154	87,863.00	23,553.03	64,309.97
164	32,526.72	-0-	32,526.72
406	212,724.24	173,280.98	39,443.26
TOTAL	559,178.76	373,178.68	186,000.08





OCCUPANT PROTECTION

Problem Identification:

Safety belts can reduce fatalities by 45% and serious injuries by 50% when used properly. Puerto Rico had achieved a 92.1% usage rate in 2007 and increasing this rate would require aggressive enforcement and a public information and education campaign with a strong enforcement message.

Child restraint seat reached 94% in 2007 in Puerto Rico. These seats, when used properly, can reduce fatal injury for infants (less than 1 year old) by 71 percent and toddlers (1-4 years old) by 54 percent in the event of a traffic crash. Since improper use is a significant problem, measures to increase proper use must be continued to complement the aggressive enforcement and educational campaigns.

Performance Goals:

- Increase safety belt use from 92.7% in 2006 to 95% in 2008.
- Increase child restraint seat use from 86% in 2006 to 91% in 2008.



Results:

As per the observational survey conducted, during 2008, safety belt use increased slightly to 92.8%, not reaching the 95% goal. Nevertheless, child restraint seat use has had a significant rise, reaching an 88.3%, exceeding our FY 2008 goal.

Overview:

The safety belt use rate in Puerto Rico at 92.8% increased slightly from 2007, and continues to be one of the highest of any U.S. jurisdiction. Aggressive enforcement and education were among the strategies used to keep up this high rate. Sustained enforcement, including overtime (see PTS) and saturation patrols or "wolf packs" continued to be used during 2008 by the Puerto Rico Police Department as well as the Municipal Police agencies. These agencies have also been involved in the enforcement efforts. The combinations of ticket violations given out by these two police agencies for FY 2008 were 221,99 for safety belt and 4,380 for child restraint.

During May 2008, Puerto Rico took part in the National Occupant Protection Mobilization, Click It or Ticket. Usage rates usually increase after such mobilizations. There were an approximate 33% of total hours worked by more than 60 participating agencies, including the Commonwealth and Municipal Police. They reported, for a two week mobilization period, a total of 20,236 safety belt and 507 child restraint tickets.

Jurisdiction	2004	2005	2006	2007	2008
Puerto Rico	90.1%	92.5%	92.7%	92.1%	92.8%
Nationwide	80%	82%	81%	82%	82%



For this period, governor Aníbal Acevedo Vilá, together with the PRTSC Executive Director, José A. Delgado, held a press conference announcing that the PRTSC was launching a massive Enforcement Crackdown Campaign with the Commonwealth and Municipal Police “De día y de noche, si no te amarras, pagas”, a Spanish version of “Click it or ticket, day and night” to enforce seat belt use. This campaign included paid media, print material, press conferences, media tours and special events such as the Honor Roll Ceremony which was held in May 2008. The main purpose of this event was to recognize around 100 public and private industries on safety belt use. Over 300,000 educational materials were distributed during the year, especially in the busiest intersections of the island.

Paid media, using the same enforcement message, was used to support the Mobilization. Actual police officials were used to produce Radio and TV spots educating the viewers and listeners that law enforcement will have a more aggressive approach. About 336 TV and 1,247 Radio spots complemented the enforcement effort reaching a total cost of \$256,265 (see Paid Media).

Among the 42 fitting stations in Puerto Rico, a total of 5,584 child seat inspections were conducted by the CPST's and 1,350 car seats were acquired and distributed as part of the loaner program. In addition to the permanent fitting stations, safety seat check activities were carried out with corporate sponsors such as Wal-Mart, Gerber, Safe Kids and the participation of the CTSP's from the Fire Department, the 16 Community Programs and the Rural Development Agency. A total of 15 massive safety seat checkpoints were conducted in 2008, one more than the 14



conducted in 2007, and a total of 1,319 seats were checked, 240 more than in 2007.



These large media events were covered by the press and helped maintain the proper use issues in the public eye of the child restraint seat. As part of this program, a Child Safety Seat Training was held. We had 21 participants, among these, firemen, policemen and Community Program representatives. The Occupant Coordinator, along with other 9 CPST's from the Fire Department and Community Programs attended during the month of September, the 7th Annual Regional Child Passenger Conference in New Jersey.

The first lady, Luisa Gándara, as Godmother of the program, participated in the campaign “Su seguridad está en tus mano, protégelos” Spanish for “Their safety is in your hands, protect them”. Mrs. Gándara handed 1,350 car seats which were distributed in the different fitting stations. As part of the Child Passenger Safety Week, we participated in different safety seat checks, at hospitals, schools, and also TV and Radio interviews were held.



**Enforcement Efforts and Usage Rate Seat-Belts and Car Seats
FY 2004-2008**

FY	Seat-Belt Tickets	Usage Rate	Car-Seats Tickets	Usage Rate
2004	279,155	91%	N/A**	N/A**
2005	238,162	92.5%	6,447	86%
2006	219,677	92.7%	4,747	86%
2007	223,412	92.1%	5,219	94.9%
2008*	221,998	92.8%	4,380	94.9%

Data includes Commonwealth & Municipal Citations. *Data to October 2008. **Not available or collected for those years.

Fiscal Review:

Grant	Assigned	Expended	Reprogrammed
402	187,193.66	133,713.72	53,479.94
K2-405	106,000.00	73,058.00	32,942.00
406	348,170.80	288,935.79	59,235.01
TOTAL	641,364.46	495,707.51	145,656.95



COMMUNITY PROGRAMS

Problem Identification:

Community based programs provide an important complement to the Commonwealth's Traffic Safety Program by developing materials and activities at the local level. These programs also coordinate with community leaders, Municipal Police, local civic and non-profit organizations, local commerce and local and regional press. This coordination at the local level is necessary for the success of the overall program.

Performance Goals:

- Maintain the PRTSC presence in 69 of the 78 municipalities through the Community Traffic Safety Programs (CTSP's).

Results:

During 2008 a local Community Program was converted to a Regional Community Program, now totaling 3 local and 13 regional programs covering 76 municipalities, exceeding the goal established. They continued to provide educational material and traffic safety activities in coordination with Commonwealth efforts to reach a population of 3.4 million or over 85% of the population of about 4 million island wide.



Overview:

Each regional and local program has a project director and an assistant at the Municipal government level. Local print material is developed and distributed and local activities are planned and implemented. Child safety seats are loaned and installed, and events are coordinated with the fitting stations at firehouses in their respective areas. When the PRTSC wants to reach the entire population with a certain activity, mobilization or message, it enlists the Community Programs. Also, when the PRTSC wants to move people and organizations to major events, the Community Programs respond. The Community Programs staffs are also speakers who are invited to schools, civic groups and industry to talk about traffic safety. Their traffic safety expertise is also sought after by local TV, Radio and Newspapers.



During 2008, the Community Programs offered 1,057 presentations at schools and other events reaching a combined, direct audience of 194,220. In addition, an indirect audience of 487,018 was reached through the print and other materials distributed. Their fundamental participation and coordination of events such as the "Three Wise Men Day" have made these activities successful. Also, during 2008 three CPST's from the Community Programs attended the 7th Annual Regional Child Passenger Conference in New Jersey to stay updated with the latest information and techniques.

Community Traffic Safety Programs at the regional level in Puerto Rico have been an instrumental part in the integration of the Municipal Police into the statewide that evidenced to be very successful. Until recently, traffic enforcement was not considered a Municipal Police function. Now, Municipal Police participate in the sustained enforcement effort and in the National Mobilizations and Crackdowns.



The following table shows the Community Programs and the size of the populations they cover.

Local Community Programs	Municipalities Served	Population
Florida	Florida	12,367
Juncos	Juncos	36,452
Ponce	Ponce	186,475
TOTAL		235,294

Regional Community Programs	Municipalities Served	Population
Barceloneta	Barceloneta, Arecibo, Ciales, Hatillo, Manatí, Vega Baja	274,532
Caguas	Caguas, Gurabo, Las Piedras, San Lorenzo	267,463
Comerio	Comerio, Orocovis, Aibonito, Cidra, Cayey	164,069
Humacao	Humacao, Arroyo, Culebra, Naguabo, Patillas, Vieques, Yabucoa	175,006
Isabela	Isabela, Aguada, Aguadilla, Añasco, Camuy, Quebradilla, Rincón	265,128
Juana Díaz	Juana Díaz, Coamo, Guayama, Salinas, Santa Isabel, Villalba	218,962
Lares	Lares, Adjuntas, Moca, San Sebastian, Utuado, Jayuya	178,212
Luquillo	Luquillo, Ceiba, Río Grande, Fajardo	134,866
Naranjito	Naranjito, Barranquitas, Corozal, Morovis Vega Alta	168,494
Sabana Grande	Sabana Grande, Guánica, Guayanilla, Las Marías, Maricao, Peñuelas, Yauco	166,692
San Germán	San Germán, Cabo Rojo, Hormigueros, Lajas, Mayagüez	229,083
Trujillo Alto	Trujillo Alto, Canóvanas, Carolina, Loíza	347,076
Toa Alta	Toa Alta, Bayamón, Cataño, Dorado, Guaynabo, Toa Baja	586,429
TOTAL		2,679,466

Fiscal Review:

Grant	Assigned	Expended	Reprogrammed
402	651,008.35	591,794.96	59,213.39
TOTAL	651,008.35	591,794.96	59,213.39



TRAFFIC RECORDS

Problem Identification:

A complete Traffic Records Program is necessary for planning (problem identification), operational management and control, evaluation of the state's highway safety activities. Accurate and timely data are needed to identify traffic safety problems, develop a plan and evaluate results. This type of program is basic to the implementation of all highway safety countermeasures and is the key ingredient to their effective and efficient management.

Performance Goals:

- Access the crash file and perform the problem identification process at the PRTSC.
- Collect traffic data at scene and transmit to the database.
- Implement the digital police accident report.
- Reduce the time between crash and data availability in the database.
- Make crash data available to users.

Results:

During 2007, data has not yet been collected using the new digitalized police accident report (PAR or PPR-93) with OCR technology. The Accident Analysis Unit of the PRDOT has continued to enter crash data from paper reports but due to personnel reduction, the backlog has increased to almost a year.

Overview:

Puerto Rico's Traffic Records Coordinating Committee's ultimate goal is on-site electronic crash data collection. This includes the new digitalized police accident report (PAR or PPR-93) with OCR technology, and the new data warehouse and modifications on the existing DOT database. At the middle of 2008 the form was revised and approved by the PR Traffic Record Coordinating Committee. It's includes four new MMUCC elements and other fields to capture data that right now is missing in the report and is coded with 99 or not stated. Inasmuch progress was made we were unable to have this implemented.

The Traffic Records Committee revised and evaluated the Traffic Records Strategic Plan, as required by Section 408 in June 2008. The plan was submitted and approved by NHTSA after showing measurable progress under the completeness of vehicle registration through the integration of data elements related to heavy trucks and commercial trucks including weight tonnage of 47,737 or 77% of 61,500 vehicles were completed and entered into the Driver and Vehicle Database System (DAVID); improving the vehicle registration system. Also, improvement was done in the completeness of the Drivers License History Point System in terms of the number of driver's licenses suspensions.

Even though PRTSC still lacks accessibility to crash data, it runs relying on fatal crash statistics from FARS has helped the PRTSC staff and Director to respond press inquiries and requests by other agencies including the Governor's Office. The data continues to be deficient to locate and other elements are needed for identification of problems, but improvements are expected with the implementation of the Strategic Traffic Records Plan.



Fiscal Review:

Grant	Assigned	Expended	Reprogrammed
402	-0-	-0-	-0-
408	1,406,022.00	-0-	1,406,022.00
TOTAL	1,406,022.00	-0-	1,406,022.00



NON OCCUPANT SAFETY



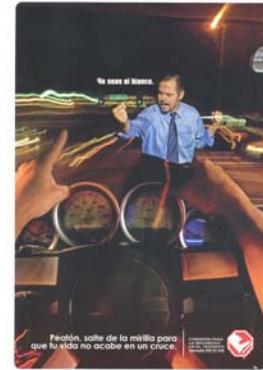
PROGRAMA DE SEGURIDAD
DEL NO OCUPANTE

Problem Identification:

Pedestrian fatalities continue to be a major traffic safety problem in Puerto Rico. During the five year period 2003 to 2007, an average of 33% of all traffic fatalities in Puerto Rico were non-occupants. Pedestrian fatalities represented 32% of the total fatalities. After examining pedestrian fatalities by age in 2007, we found that 38% were over age 55 and data for the five year period from 2003 to 2007 showed that an average of 31% of pedestrian fatalities tested positive for alcohol. Also, over these past five years, an average of 13 bicyclists were killed annually representing about 8% total non occupant fatalities.

Performance Goals:

- Reduce pedestrian fatalities from an average of 153 (five year average) to 143 in 2008.
- Reduce bicyclist fatalities from an average of 15 (five year average) to 13 in 2008
- Reduce total non occupant fatalities from a five year average of 170 to 158 in 2008.
- Conduct educational campaigns on pedestrian and bicycle safety.



Results:

Data to December 28, 2008 indicates that non occupant fatalities were 139, eighteen less than the same date in 2007, meeting our goal for the five year period. Pedestrian fatalities have decreased from 141 to 114, when compared to same date last year; we have exceeded the performance goal with a five year average of 146.

Overview:

During 2008, the PRTSC Non Occupant Safety Program made new efforts to increase pedestrian and bicycle safety awareness. Among these, we used the final product of Radio and TV spots recorded in 2007. These spots were directed to the public with the goal of reducing pedestrian fatalities. Pedestrians must be aware of the dangers of becoming a victim of a traffic crash and motorists must be aware of their responsibilities towards pedestrians and cyclists. In addition, the Impact Team Program with other agencies like the Municipality of Aguadilla and Mayagüez began efforts to improve the necessities in those areas.



That includes traffic engineering, education by the PRTSC, Community Programs and enforcement with the focus on both, driver and pedestrian. The initiative helped us reduce pedestrian fatalities in those areas during the year 2008.

The Traffic Safety Educational Park (PESET) in Arecibo, increases drivers, pedestrians and bicyclists safety awareness in school children ages 7 to 10. They have received and trained over 80,000 children during an eleven year period. Meanwhile, a smaller Traffic Safety Educational Park in Caguas has trained



about 4,000 students. This park has also developed an additional conference for the parents accompanying the children and more than 350 adults have participated.

During Pedestrian Safety Month, the "Walking Safely to School" campaign emphasized children the importance of pedestrian safety measures. This year, a school from the Caguas district with over 600 elementary school students was chosen. During the year, the Non Occupant Coordinator visited day care centers, public and private schools, successfully getting the message to over 2,700 children. In addition, to reach elderly pedestrians and their communities, the PRTSC was involved in a number of activities to help improve their safety.

During the month of October in 2007, the Non Occupant Coordinator attended the senior citizen population with an activity titled "Dia del abrazo a nuestros viejos." This was a very outstanding activity, since it reached the target group island wide. PRTSC participates for the second time in the National Grandparents Day has been part of the activities in which we have reached more than 2,000 senior citizens. We also, continued the partnership with the Veteran's Hospital that reached out to the PRTSC to participate in the "Respect the White Cane" campaign to raise awareness among drivers of those pedestrians who are blind or legally blind. In this event we reached over 700 persons.

The Bicycle Safety Program provided safety messages for bicyclists, such as how to ride in a safe manner, avoid intersection collisions, being visible at night, among other important techniques, while promoting bicycling as a normal part of a healthy lifestyle. The PRTSC campaign included visits to public and private schools to educate children on bicycle safety measures. Brochures on "Sharing the Road" and on the "Cyclists Bill of Rights", an amendment to the Vehicle and Traffic Law was added and approved by the Puerto Rico Legislature in 2004 which outlines the cyclist's rights and responsibilities, as well as the responsibilities of automobile drivers towards bicyclists were distributed.

Fiscal Review:

Grant	Assigned	Expended	Reprogrammed
402	417,704.27	392,453.11	25,251.16
TOTAL	417,704.27	392,453.11	25,251.16



DRIVER EDUCATION

Problem Identification

During the time period from 2002 to 2006, an average of 494 persons were killed every year, due to traffic crashes. For the same period an average of 33 fatalities involved large trucks, commercial vehicles, public transportation, and school buses. During 2006, there were 114 crashes that involved medium and heavy trucks. It is vitally important to constantly reassess existing safety measures to commercial motor carrier drivers and school bus transportation operators.

Performance Goals:

- Reduce fatalities involving large trucks, commercial vehicles and school buses from an average of 33 (five year average) to 30 in 2008.
- Conduct training and educational seminars on school bus and large truck safety.

Fiscal Review:

Grant	Assigned	Expended	Reprogrammed
402	\$0.00	\$0.00	\$0.00
TOTAL	\$0.00	\$0.00	\$0.00



EMERGENCY MEDICAL SERVICES

Problem Identification:

For many years, the quality of EMS training received in private institutions has been questioned (Puerto Rico EMT's rarely have National Registry certification). The PRTSC has felt for years that an EMS training academy similar to the one police and firefighters attend should help improve training and continuing education for the EMT's assuring a better quality service to crash victims.

Performance Goals:

- Establish satellite training centers.
- Hold an EMS summit.

Results:

Much great efforts were made, due to changes in the top managements of the EMS. No progress was obtained. Projects were not funded under this program and no activity was performed. Plans continue to include an EMS summit during next year.

Fiscal Review:

Grant	Assigned	Expended	Reprogrammed
402	\$0.00	\$0.00	\$0.00
TOTAL	\$0.00	\$0.00	\$0.00



TRAFFIC ENGINEERING

Problem Identification:

Over 80% of the fatal crashes in the Island occurred in the Commonwealth's State Roads, including the principal freeways and arterials of the highway system and the remaining 20 % in municipality roadways. Our highways have not been able to increase vehicular movement. This creates a potential problem that affects the overall traffic safety programs. Engineering countermeasures have continuously been developed to improve or create a safer highway system, which are cost effective.

Performance Goals:

- Increase road safety by eliminating hazard.

Results:

During 2008, the PRTSC's Impact Team and the PRHTA's Road Safety Audit Team identified and evaluated 43 high risk locations. Out of these locations, the members of the Impact Team analyzed 13 accidents reports, referred 13 projects to design offices, and completed 9 projects with the Public Works Department. In addition, 7 seminars of Traffic Safety in Work Zones were offered by the members in the municipalities of San Juan and Caguas. As part of these seminars, a video with the work zone applications was created in the PESET Park.

After appropriate evaluation, the PRTSC funded the design of 23 high impact - low cost projects that could be quickly implemented and 2 larger projects in which time frames for implementing depend on the nature and scope of the projects. The Department of Transportation and Public Works completed 6 smaller projects in which road signs, pavement markings, raised pavement markers, and geometric improvements were implemented. One example of these projects was the pavement markings and signing improvements implemented in the intersection of PR-2 with Nenadich Street (Mayagüez), where a pedestrian crossing problem was evaluated.



The Puerto Rico Highway and Transportation Authority (PRHTA) completed a project in the PR-128 highway (Yauco), where a traffic signal system was installed. This project is part of the larger projects funded by the Traffic Safety Commission. Also, the PRHTA has in design and bid processes 5 projects including the installation of a traffic signal system in highways PR-1 (Guaynabo) and Medical Center access road (San Juan), construction of geometric improvements at intersection PR-1 with PR-765 (Caguas), and restoration of traffic median barrier at the Constitucion's Bridge (San Juan).



Overview:

Elimination of hazardous material on the roadways that may cause or aggravate traffic crashes is one of the engineering strategies that help improve traffic safety. The efforts in this program area are focused toward improving the physical characteristics of roadways that affect safety, operating conditions, evaluation and removal of roadside hazards, and the effective use of safety features. The PRTSC's Impact Team and Highway Authority Road Safety Audit Team are directed towards identifying, evaluating and recommending countermeasures to the safety problems at localized high-risk roads or areas.

Fiscal Review:

Grant	Assigned	Expended	Reprogrammed
154	2,582,523.18	1,011,593.86	1,570,929.32
164	2,946,583.23	1,312,264.11	1,634,319.12
TOTAL	5,529,106.41	2,323,857.97	3,205,248.44



PAID MEDIA

Problem Identification:

It has been recognized that it is not effective to depend only on public service announcements in order to reach a target audience. To complement an enforcement effort and to communicate with the public, Paid Media is necessary to assure that the greatest number of people in the target audience is reached. Most importantly, Paid Media is an essential component of the National Mobilizations and Crackdowns.

Performance Goals:

- Effect positive change in attitudes towards traffic safety measures.

Strategies:

- The Radio will be used as the principal media to diffuse our messages
- Increase the frequency of the PRTSC traffic safety messages



Results:

During FY 2007, a total of 17,470 Radio spots were aired, 15,882 were paid spots and 1,588 bonuses reaching a total audience of 92% of a total target audience of 2,925,300. Also, a total of 1,759 TV spots were aired, reaching an average audience of 85% of a total target audience of 2,875,000; paid print ads totaled 237 and over 250 articles, editorials, and columns appeared reaching over 3,000,000 people.

Overview:

During 2008, Puerto Rico participated in the Seat Belt Mobilization and Impaired Driving Crackdowns, five of them, using Paid Media as a complement to support the enforcement efforts. Also, Paid Media was used to support Child Passenger Safety Week in September 2008 and for the Motorcycle Safety Program.

The following activities summarize the number of airings or print ads purchased and Earned Media gained, and the amount of audience reached.



In November, the PRTSC joined the Thanksgiving Crackdown with the National Campaign theme "Guiar borracho es un crimen, serás arrestado". On TV, 135 spots were paid of TV airings reaching 92% of the total target audience. Radio airings totaled 387 paid. National and local newspapers placed 29 paid print ads. We obtained 15 TV news stories, 45 radio news stories and 30 print news stories during the month.

A Holiday Impaired Driving Crackdown was carried out from December 6 until December 31, 2007. TV,



radio and print ads titled “Guiar borracho es un crimen, serás arrestado” (Drunk Driving: Over the Limit, Under Arrest) were used to support this effort. Using the Arbitron and Nielsen Rating System, it is estimated that 80% of the total target audience with 191 TV airings reached. Radio airings totaled 1,189 paid and 200 earned reaching 90% of the total target audience 25 print ads in national and local newspapers were placed for combined readership of 2,975,000 each time printed. Also, 15 TV news stories and 27 print news stories ran during the month; and 75 radio news stories, many of them were 30 minutes long.

In February, 2008, Paid Media supported the Pedestrian Safety Campaign with the slogan “Peatón, salte de la mirilla”. Paid radio spots totaled 1,947 and 300 spots were earned. Twenty one print ads were placed in the press with a readership of 2,620,000. In TV we had 272 paid spots. In April we repeated this educational effort with 1,314 spots in Radio and 307 in TV. In August, 713 spots in Radio and 307 TV spots were aired

In May, the PRTSC joined the National Seat Belt Mobilization with the National Campaign theme “Click It or Ticket, Day & Night” in Spanish “De día y de noche, si no te amarras, pagas”. On TV, 336 spots were aired, reaching 92% of the total target audience. Radio airings totaled 1,247 paid and 200 earned. One press conference was held, 9 TV news stories, 26 print news stories ran during the month, and 42 radio news stories; many of them were 30 minutes long.

In June and July, the PRTSC joined the Summer Crackdown with the National Campaign theme “Guiar borracho es un crimen, serás arrestado”. On TV, 135 spots were paid of TV airings reaching 92% of the total target audience. Radio airings totaled 2,683 paid and 300 earned. National and local newspapers placed 29 paid print ads. We obtained 15 TV news stories, 45 radio news stories and 30 print news stories ran during the month.

A Motorcycle Safety Awareness Campaign using the slogans “Seguridad Siempre” and “Comparte la Carretera” was also aired in July and August. National and local newspapers placed 68 paid print ads. We obtained 13 print news stories running during both months.

In August, the PRTSC joined for the National Labor Day Crackdown with the National Campaign theme “Guiar borracho es un crimen, serás arrestado”. On TV, 113 spots were paid of TV airings reaching 92% of the total target audience. Radio airings totaled 1,816 and 200 earned. National and local newspapers placed 31 paid print ads. We obtained 2 TV news stories, 110 radio news stories and 28 print news stories running during the month.

In September of 2008, Paid Media supported the National Child Passenger Safety Week with the slogan “Their Safety is in your hands”. Paid radio spots totaled 1816 and 300 spots were earned. Sixteen print ads were placed in the press with a readership of 2,620,000.

A total of \$2,646,607.26 was spent on Paid Media and over \$2,276,318.50 worth of Earned Media was obtained.

Since the Paid Media campaigns exceeded \$100,000 a consultant was contracted to conduct telephone surveys to measure the audiences’ feedback. The following are some highlights from the consultant’s report:



- A 69% of the total sampled recalled the slogan associated with the campaign “Guiar borracho es un crimen, serás arrestado”.
- The new campaign was highly evaluated; it was “liked”, “found credible”, “informative” and “appropriate”.
- Regarding the central message of the campaign (“DUI leads to arrests”), a total of 93% considered that the new campaign creates “a lot” (54%) or “some” (39%) consciousness about the message.
- The DWI slogans were mainly seen and heard through TV, Radio, Newspapers, and tollgate ads.

The complete survey report concerning the PRTSC PI&E campaigns, including Paid Media, is available for review.

Fiscal Review:

Grant	Assigned	Expended	Reprogrammed
402	50,000.00	49,787.00	213.00
164	175,000.00	167,243.50	7,756.50
K2 PM 405	14,884.96	5,574.00	9,310.96
154	457,000.00	267,279.80	189,720.20
2010	125,000.00	99,604.68	25,395.32
410 FR	800,000.00	785,882.59	14,117.41
406	1,389,426.00	1,228,747.18	160,678.82
TOTAL	3,011,310.96	2,604,118.75	407,192.21



MOTORCYCLE SAFETY



Problem Identification:

Data indicates that in Puerto Rico, motorcycle registrations have increased dramatically, fatal crashes involving motorcycles have also increased, as shown in Tables I and II. For the five year period from 2003 to 2007, motorcycle fatalities island wide have doubled. During 2003, 53 motorcyclists or 10 % of the total fatalities were killed in fatal crashes, while in the year 2004 there were 54 fatalities or 11%, by 2005 there were 89 fatalities or 19%, by 2006 there were 111 fatalities or 22%, and by 2007, there were 83 fatalities or 18%. In this year, we have showed a reduction of 28 fatalities or 34%. Crash data indicates that motorcyclists between 21 and 44 years of age are at greater risk, that males outnumber females, and that most motorcycle fatalities occur on weekends.

Motorcycle safety in Puerto Rico suffered from many deficiencies. There was no education for the rider, and there was no motorcycle license or endorsement. Although, there was a helmet law in Puerto Rico requiring a DOT approved helmet, motorcyclists used to ride without the proper gear. Enforcement of the helmet law and other traffic violations involving motorcyclists (DWI, Speeding, etc.) must continue to improve. In addition, sharing the road campaigns must be carried out.

Performance Goals:

- Reduce motorcycle fatalities by 22% from 83 in 2007 to 70 in 2008. In addition, start training the Municipal Police with the MSF Experience Rider Course.

Results:

Motorcycle fatalities by mid November 2008 had shown a decrease of 11 fatalities from 71 to 60, when compare to same date last year. This is a 34% reduction from Y2006 to 2007, and 12% reduction from 2007 as November 2008.

Also, during August of 2007, legislation was approved and signed by the Governor, requiring a motorcycle endorsement; eliminating the learner's permit, requiring a written and road test and provide rider training. The use of a DOT helmet and proper clothing, among other provisions are included. The recently approved law took effect as of October 10, 2007.

Overview:

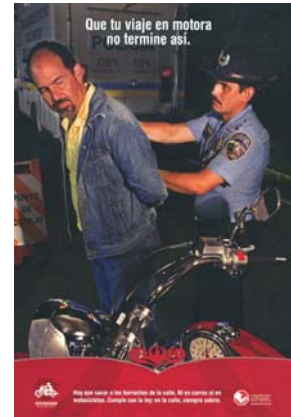
As a result of the significant increase in motorcycle fatalities during the last four years, the new law became effective on October 10, 2007. Among the new requirements are:

- Even though helmet use was already required, Law 107 now requires the use of a D.O.T. approved helmet, it also requires the use of gloves, footwear that covers the ankles, long pants and between 6:00 PM and 6:00 AM, riders and passengers must wear a reflective vest or sash.
- Riders must be 18 years and older and passengers must be 12 years of age and older.



- Motorcyclists are subject to a legal blood alcohol limit of 0.02 percent, instead of the 0.08 percent limit applied to car drivers.
- Motorcyclists are prohibited to ride between lanes.
- During group rides, motorcyclists must do a staggered formation.
- New riders must pass a test on the first try to obtain a motorcycle endorsement. If they fail the test, a government approved training course must be taken.
- Owners of currently registered motorcycles are allowed to continue riding, but will have to comply with the new licensing requirements when they renew their driver's licenses.
- A \$10 fee for taking the motorcycle endorsement test is imposed and an additional \$10 fee for renewing the annual motorcycle registration.
- Mandates for the creation of eight training centers around the island will be created to license new riders.
- Motor vehicles and motorcycles containing nitrous oxide that are not factory installed are prohibited to circulate in public roads.

Until mid December enforcement on motorcycle violations, have been mostly helmet use, speeding and DWI. These numbers have increased since the approval of the new law. For FY 2008 a total of 2,662 tickets were written for helmet violations, 459 for speeding, 51 DWI citations, 419 for changing in between lanes, 509 for not using reflective gear, 587 for not wearing long pants, 843 for not wearing over the ankle boots, 2,445 for not wearing gloves, 1,019 for not wearing eye protection, and 23 for having a passenger under 12 year of age, for a total of 15,416 tickets.



Educational materials has been developed to enhance motorcyclist awareness of safety issues and to educate motorists on sharing the road safely. More than 150,000 brochures and posters with these messages were distributed at DMV offices, dealers, Community Programs, motorcycle activities and conferences around the island. A motorcycle safety video was produced and it is being used give training to train motorcyclists at formal activities.

This video is also shown at motorcycle dealers and DMVs' licensing offices. PRTSC still uses the four TV spots with the slogan "Safety Always" that have been airing since 2007. These TV spots are focused in sharing the road, proper use of brakes, proper protective gear and reducing impaired motorcycle operation.

A public information and educational campaign was developed with all the important points of the recently approved Law 107. Also, the DMV opened four motorcycle ranges around the Island, located in Hormigueros, Comerio, Toa Baja and Rio Grande, The PRTSC is currently in the process of identifying four ranges to be opened, the DOT is in the process of writing the regulations.

Also, twelve training and licensing (ERC) sessions were held during FY 2007 reaching more than 1,150 motorcyclists island wide. In addition, the DMV already gave 14,588 motorcyclist endorsements, and we continue giving training in the "First there, first care" course. It emphasizes the new section on removing the helmet of an injured motorcyclist. This course has been given to EMT's, members of motorcycle groups and motorcyclists in general.



Table I

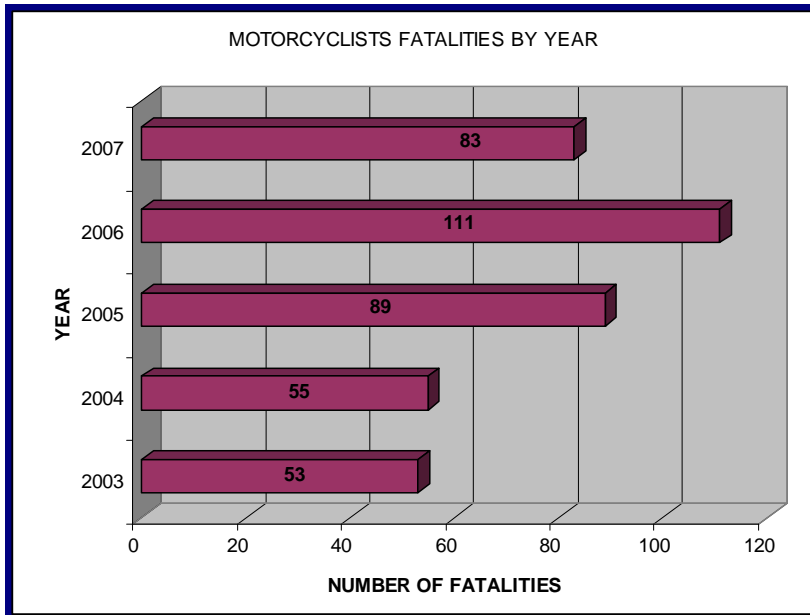
**Motorcycle Registrations in Puerto Rico
2004-2008**

YEAR	REGISTRATIONS
2004	19,973
2005	44,778
2006	24,480
2007	9,325
2008*	3,227

* Data to November 24, 2008

Table II

**Motorcycle Fatalities by Year
2003-2007**



Fiscal Review:

Grant	Assigned	Expended	Reprogrammed
406	521,679.34	121,489.32	400,190.02
2010	139,719.56	8,673.24	131,046.32
TOTAL	661,398.90	130,162.56	531,236.34



FINANCIAL SUMMARY
FISCAL YEAR 2008
PRTSC

Grant	FY-08	FY-07 carryovers	Total	Expended	Reprogram FY-08	% of total expended
NHTSA 402	2,260,648.00	642,844.17	2,903,492.17	1,832,770.27	1,070,721.90	63%
154 AL	1,538,018.50	1,851,812.52	3,389,831.02	1,818,907.32	1,570,923.70	54%
154 HE	1,538,018.50	1,044,504.68	2,582,523.18	1,011,593.86	1,570,929.32	39%
164 AL	1,538,018.50	736,479.71	2,274,498.21	1,345,511.08	928,987.13	59%
164 HE	1,538,018.50	1,408,564.73	2,946,583.23	1,312,264.11	1,634,319.12	45%
K2 405 OP	337,742.00	113,142.96	450,884.96	263,696.67	187,188.29	58%
NHTSA 406	-	2,724,000.38	2,724,000.38	1,914,288.47	809,711.91	70%
K9 408	500,000.00	906,022.00	1,406,022.00	-	1,406,022.00	0%
K8FR 410	959,584.00	1,073,342.87	2,032,926.87	953,606.36	1,079,320.51	47%
K8HV 410	959,584.00	1,319,867.62	2,279,451.62	764,470.86	1,514,980.76	34%
2010 MC	100,000.00	164,719.56	264,719.56	108,277.92	156,441.64	41%
TOTAL	11,269,632.00	11,985,301.20	23,254,933.20	11,325,386.92	11,929,546.28	49%

