

Unified Planning Work Plan (UPWP)

2024-2025

**PUERTO RICO METROPOLITAN PLANNING ORGANIZATION
(MPO)**

**FOR SAN JUAN, AGUADILLA, AND URBANIZED AREAS
UNDER 200,000**

Adopted by MPO on March 9, 2023

Approved by FTA and FHWA on September 13, 2023



Puerto Rico Unified Planning Work Program 2024-2025



Federal Highway Administration

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September 13, 2023

Dr. Edwin E. Gonzalez
Executive Director
Puerto Rico Highways and Transportation Authority
Commonwealth of Puerto Rico
Post Office Box 41269
San Juan, PR 00940-1269

Subject: Approval of the FY 2024-2025 Unified Planning Work Plan (UPWP)

Dear Dr. Gonzalez:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have reviewed the Fiscal Year (FY) 2024-2025 Unified Planning Work Plan (UPWP), which was submitted by your office. Upon review of the most recent submittal of the UPWP, the agencies concur that the amendment satisfies the requirements of 23U.S.C. 135(f)(4) and 23 CFR 450.308.

On behalf of FHWA and FTA, we jointly approve the FY 2024-2025 UPWP for the San Juan and Aguadilla Urbanized areas and Urbanized areas under 200,000.

If you have any questions, please do not hesitate to contact Ms. Soniangeli Rodriguez with FHWA at (787) 771-2518 or Mr. Bayoan Ortiz with FTA Region IV at 787-773-8452.

Sincerely,

James Christian

James Christian, P.E.
Division Administrator
Federal Highway Administration

Yvette G. Taylor

Dr. Yvette G. Taylor, PhD
Regional Administrator
Federal Transit Administration

"The preparation of this report was financed in part through a grant from the Federal Transit Administration (FTA), of the U.S. Department of Transportation, administered by the Puerto Rico Highways and Transportation Authority (PRHTA)."

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Executive Summary

The [Puerto Rico Unified Planning Work Program \(UPWP\)](#) for Fiscal Year 2024 and Fiscal Year 2025 presents the planning activities with federal funds by the state, municipalities, and agencies for the San Juan Metropolitan Area, the Aguadilla Metropolitan Area and all Urbanized Areas Under 200,000 Population. This Unified Planning Work Program is a two-year transportation planning work program detailing transportation planning, programs, and activities to be performed by the Puerto Rico Metropolitan Planning Organization (PRMPO) for the period of October 1, 2023, to September 30, 2025. The planning activities are usually defined in four work elements composed of recurring and non-recurring tasks. Thus, the planning funds are distributed in the following elements: 1-Program Administration and Planning Support Activities; 2-Long Range Transportation Plan, 3- Special Project Planning (transportation planning studies, non- recurring activities); 4- Data Collection.

The UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds. The Puerto Rico Highways and Transportation Authority (PRHTA) is the designated recipient of the planning grant funds from Federal Highway Administration (FHWA) funds, also known as "PL" or planning funds, and Federal Transit Administration (FTA) Section 5305(d) funds. The PL Funds (FHWA) are programmed in the Puerto Rico State Planning and Research Program (PR-SPR). The planning tasks description and budget of the PR-SPR are currently approved for fiscal year 2023 for the San Juan and Aguadilla TMA's can be found in the State Planning & Research Program under tasks 614 and 615. A copy of these tasks can be found in Appendix B.

Finally, on December 2020, FHWA and FTA held a Transportation Management Area (TMA) Certification Review, under provision of 23 CFR 450.334 and 49 CFR 613.334, of the transportation planning process of the San Juan and Aguadilla TMA. A final report of the certification review was completed on April 26, 2021. The activities listed under the administration work element of this UPWP are focused in continued compliance with FTA requirements.



Introduction: UPWP 2024-2025

The Federal Transit Administration (FTA) C 8100.1D circular defines the **Unified Planning Work Program (UPWP)** as a program of work identifying the planning priorities and activities to be carried out within a Metropolitan Planning Area. At a minimum, UPWP covers a 1-2-year period and includes: a description of the planning work and resulting products, the organization that will be responsible of performing the work, time frames for completing the work, the cost of the work, and the sources of funds (FTA C 8100.1D). According to FTA C 8100.1D, a UPWP is focused on a single metropolitan area and is developed by the Metropolitan Planning Organization (MPO) within that area. But in Puerto Rico there is one UPWP that integrates the planning activities of the San Juan Urbanized Area, Aguadilla Urbanized Area and the Urbanized Areas Under 200,000.

Annually the MPO staff updates the UPWP as required by state and federal regulation. The UPWP is a task-based budget outlining all major transportation planning activities to be undertaken by the members of the MPO. For each task the purpose, previous work accomplishments, project description and methodology, responsible person and agency, and the funding source(s) are identified. This UPWP grouped the task in four work elements:

Table 1. Index of Work Elements

1-Program Administration and Planning Support Activities	This includes tasks required to manage the transportation planning process on a continuing basis. Tasks included: UPWP development and Planning Program Administration (Section 5303/5304 funds for Metropolitan and Statewide Planning Program), Staff Support to the MPO, Development of the Transportation Improvement Program for the SJUA, AUA, and UZAs, and public involvement activities. This is a recurring planning activity.
2-Puerto Rico 2050 Long Range Administration	Maintain a multimodal LRTP, financially feasible, consistent with the goals and keep track of the establish performance measures.
3- Special Project Planning	New transportation system planning studies. Nonrecurring planning studies.
4- Data Collection	The basic data collection consists of reporting the data of the “Públicos” for the National Transit Data Base: 1-Públicos Data Collection (ridership, vehicle miles traveled, e.g.); 2-Safety and Security (Públicos incidents data collection).

Table 2. The 2023 and 2024 FTA Apportionments

	2023	2024*
5303	\$ 2,293,525	\$ 2,293,525
5304	\$ 468,948	\$ 468,948.00
TOTAL	\$ 2,762,473	\$ 2,762,473.00

*Estimated apportionment

Table 3. FTA Section 5304 and Local Match Funds

Section 5304		
80% FTA	20% Local	100% Federal Match
\$260,000	TDC	\$260,000

Table 4. Summary Table of Tasks and Funding in this UPWP Document: Section 5304

Task/ Sub- tasks	Description		Two Years Program		Total Estimated Cost	Remarks
			2024	2025	Est. Cost	
1	Adm-UPWP and Grant Administration	F	\$ 50,000.00		\$ 50,000.00	
		S				
		T	\$ 50,000.00		\$ 50,000.00	
1.1	Administration -Staff Support to MPO Operation	F	\$ 40,000.00		\$ 40,000.00	
		S				
		T	\$ 40,000.00		\$ 40,000.00	
1.2	Administration- TIP Development and Maintenance	F	\$ 30,000.00		\$ 30,000.00	
		S				
		T	\$ 30,000.00		\$ 30,000.00	
1.3	Administration- Public Involvement Program	F	\$ 30,000.00		\$ 30,000.00	
		S				
		T	\$ 30,000.00		\$ 30,000.00	
1.4	Administration- Professional Development	F	\$ 20,000.00		\$ 20,000.00	
		S				
		T	\$ 20,000.00		\$ 20,000.00	
1.5	Administration- Title VI Civil Rights, Environmental Justice, EEO, and Disadvantage Business Enterprise Program	F	\$ 30,000.00		\$ 30,000.00	
		S				
		T	\$ 30,000.00		\$ 30,000.00	
1.6	Administration- Interagency Agreements and Contract Legal Revision	F	\$ 20,000.00		\$ 20,000.00	
		S				
		T	\$ 20,000.00		\$ 20,000.00	
2.1	Long Range Transportation Plan 2050 Maintenance	F	\$ 40,000.00		\$ 40,000.00	
		S				
		T	\$ 40,000.00		\$ 40,000.00	
	Total Federal		\$260,000.00	\$0.00	\$260,000.00	
	*Total State		0	0	0	
	Total		\$260,000.00	\$0.00	\$260,000.00	

*TDC will be used for the State/Local share

Table 5 FTA Section 5303 and Local Match Funds

Section 5303		
80% FTA	20% Local	100% Federal Match
\$1,208,595	TDC	\$1,208,595

Table 6. Summary Table of Tasks and Funding in this UPWP Document: Section 5303

Description		Two Years Program		Total Estimated Costs	Remarks
		2024	2025		
Comprehensive Transportation Study for the Municipality of Dorado	F	\$100,000.00			
	S				
	T	\$100,000.00			
Short Range Strategic Transit Plan for the Municipality of Adjuntas	F	\$90,000.00			
	S				
	T	\$90,000.00			
Comprehensive Transportation Study for the Municipality of San German	F	\$100,000.00			This project will be included in the grant PR-2020-004 in an Amendment.
	S				
	T	\$100,000.00			
Comprehensive Transportation Study for the Municipality of Gurabo	F	\$90,000.00			
	S				
	T	\$90,000.00			
Comprehensive Transportation Study for the Municipality of Trujillo Alto	F	\$118,595.00			
	S				
	T	\$118,595.00			
Comprehensive Transportation Study for the Municipality of Juncos	F	\$90,000.00			
	S				
	T	\$90,000.00			
Comprehensive Transportation Study for the Municipality of Manati	F	\$90,000.00			
	S				
	T	\$90,000.00			
Comprehensive Transportation Study for the Municipality of Florida	F	\$90,000.00			
	S				
	T	\$90,000.00			
	F	\$250,000.00			
	S				

Description		Two Years Program		Total Estimated Costs	Remarks
		2024	2025		
Comprehensive Transportation Study for the Municipality of San Juan Transit System	T	\$250,000.00			
Comprehensive Transportation Study for the Municipality of Arecibo	F	\$100,000.00			
	S				
	T	\$100,000.00			
Comprehensive Transportation Study for the Municipality of Aguadilla	F	\$100,000.00			
	S				
	T	\$100,000.00			
NTD "Publicos" Islandwide Data Collection	F		\$800,000.00		FY24 is covered by ARP Funds (PR-2022-030)
	S				
	T		\$800,000.00		
NTD "Publicos" Safety and Security Data Collection	F		\$130,000.00		FY24 is covered by ARP Funds (PR-2022-030)
	S				
	T		\$130,000.00		
Total Federal		\$1,208,595	\$930,000.00	\$2,100,000.00	
Total State					
TOTAL		\$1,208,595		\$2,100,000.00	

*TDC will be used for the State/Local share

UPWP Development Process

The Federal Coordination Office (FCO) of the Puerto Rico Highways and Transportation Authority (PRHTA), as part of the operational staff of the PRMPO, is responsible for the preparation of the UPWP, which is based on petitions for funds submitted by transit agencies, Municipalities within each of the urbanized areas and from the DTPW and the PRHTA. These petitions for non-recurring planning activities are analyzed by the FCO and discussed with the PRMPO Technical Committee members. Petitions are evaluated and selected according to: the purpose or justification (what is expected to obtain from the requested planning activity), the consistency with the Puerto Rico Long Range Transportation Plan, the cost estimation, and the availability of the local/Transportation Development Credits (TDC) match funds.

Before final approval by the PRMPO, the FCO published a public notice to inform that the draft of the UPWP is available for review and comment. A 15-day response period is provided to submit comments. The notice also states that copies of the UPWP draft are available for review at the various municipalities and at the PRHTA central office and webpage. In addition, a letter is sent to the PRMPO members informing of the date of the PRMPO meeting, including a copy of the draft of the Transportation Improvement Program (TIP) and UPWP for their review and comments at the meeting. Once the draft of the UPWP document is presented for consideration and endorsement of the PRMPO Policy Board Committee for the SJUA, AUA, and the Urbanized Areas Under (UZA) 200,000 Population, the PRHTA send the document for to FHWA and FTA for their review and approval. The final UPWP incorporates the suggestions and revisions from FTA.

UPWP Framework

*Overview of the Transportation Planning Process: **Continuous, cooperative, and comprehensive***

The transportation planning is an essential part in the provision and implementation of the transportation system. Contrary to what some may think about planning, the transportation plan is not the transportation planning process. The transportation planning provides to the state, region or community with a vision for its future; it encompasses a comprehensive understanding of the pluralism necessities from different stakeholders as to engaged in a cooperative process to foster the involvement by all the users of the system; and is continuous, since it requires the monitoring and evaluation of the system's performance and condition.

The Federal regulation 23 USC 134-135 requires a statewide and metropolitan process. In general, the transportation planning process is described as a continuous, cooperative, and comprehensive process. Some of the steps involving the transportation planning process consist of:

- Monitoring existing conditions,
- Forecasting future population and employment growth, including assessing land uses in the region and identify major growth corridors,
- Identifying current and projected future transportation problems and needs, and analyzing, through detailed planning studies, various transportation improvement strategies to address those needs,
- Developing long-range plans and short-range programs of alternative capital improvement and operational strategies for moving people and goods,
- Estimating the impact of recommended future improvements to the transportation system on environmental features, including air quality
- Developing a financial plan for securing enough revenues to cover the costs of implanting strategies

Although there is no single agency or entity responsible for the entire transportation system, the transportation planning process is responsibility of the MPO.

The Metropolitan Planning Organization

A Metropolitan Planning Organization (MPO) is a transportation policy-making body made-up of representatives from local government and transportation agencies with authority and responsibility in metropolitan planning areas. This organization is designated to carry out the metropolitan area's transportation planning process (FTA C 8100.1D). This organization was required in an early 1970's Federal legislation. The legislation required the formation of an MPO for any urbanized area (UZA) with population greater than 50,000 and was created in other to ensure that existing and future transportation expenditure followed the (3-C) planning process: comprehensive, continuing, and cooperative. All Federal funding for transportation projects and programs is channeled through the MPO.

According to FTA regulations, the MPO is responsible for:

- Responsible for establishing a fair and impartial setting for all regional decision-making in the metropolitan area
- Identify and evaluate alternative transportation improvement options: use data and planning methods to generate and evaluate alternatives.

The planning studies and evaluations are included in the UPWP.

- Prepare and maintain a Metropolitan Transportation Plan
- Develop a Transportation Improvement Program (TIP)
- Involve the public

However, the MPO must coordinate with the state Department of Transportation (DOT), and produce the following documents:

- The Metropolitan Long-Range Transportation Plan (LRTP), means the official multimodal transportation plan addressing no less than 20 years planning horizon, but is updated a least every 4 or 5 years by the MPO through the transportation planning process.
- The Transportation Improvement Program (TIP) means a prioritized listing/ program of transportation projects covering a period of three or four years that is develop and formally adopted by an MPO as part of the metropolitan planning process, consistent with the LRTP, and required for projects to be eligible for funding.
- Unified Planning Work Program (UPWP) means a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area.
- The state DOT must develop the Long-range Statewide Transportation Plan and the Statewide Transportation Improvement Program (STIP).
- The Long-range Statewide Transportation Plan is a policy-oriented document or may include a list of specific projects (it will be discussed on another section).
- The STIP is a statewide prioritized listing/ program of transportation projects covering a period of four years that is consistent with the Long-range Statewide Transportation Plan, metropolitan transportation plan and TIP's, and required for projects to be eligible for funding.

Planning Emphasis Areas (PEAs)-2021¹

On December 30, 2021 FTA and FHWA published a joint letter updating the Planning Emphasis Areas (PEAs). The PEAs are areas that both Agencies should emphasize when it comes to Metropolitan Planning Organizations, State Departments of Transportation, Public Transportation Agencies and Federal Land Management Agencies. In the letter, FTA/FHWA states that agencies must identify and develop tasks associated with the updated PEAs in their Unified Planning Work Programs and the Statewide Planning and Research Program.

The updated PEAs are detailed below:

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

Providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. It is encouraged to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions.

Equity and Justice⁴⁰ in Transportation Planning

FTA/FHWA encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations. To accomplish both initiatives, the planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

Complete Streets

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

¹ <https://www.transit.dot.gov/regulations-and-programs/transportation-planning/2021-planning-emphasis-areas>

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

Public Involvement

FTA/FHWA encourages MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs.

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security.

Federal Land Management Agency (FLMA) Coordination

FTA/FHWA encourages MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)).

Planning and Environment Linkages (PEL)

The use of Planning and Environment Linkages (PEL) is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the

community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources.

Data in Transportation Planning

FTA/FHWA encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making at the State, MPO, regional, and local levels for all parties.

Transit Asset Management Plan (TAM) and the Public Transit Agency Safety Plan (PTASP)

In 2016, the Federal Transit Administration (FTA), established a requirement for all public transportation providers that receive federal transit assistance to develop a TAM. According to 49 CFR Section 625.5, transit asset management is: "the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation".

For the PTASP, safety performance measures were established based on those included in the National Public Transportation Safety Plan and targets were selected based on historical data.

Performance Measures and Targets

The Performance Measures and Targets for the TAM are divided into four categories of transit assets: rolling stock, facilities, infrastructure and equipment. As part of the Final Rule for the TAM, PRHTA established performance targets for these performance measures:

Rolling Stock Asset Type	Number of Assets	Number of Assets with Known Age	Useful Life Benchmark (ULB)	Average Age	No. of Assets that Meet or Exceed ULB	FY 2022 Performance Target (% not SGR)
AO - Automobile	2	2	6	13.9	2	100%
BU - Bus	11	11	12	12.1	5	45.50%
CU - Cutaway Bus	182	141	8	7	54	38.30%
MB - Minibus	261	233	8	8.4	127	54.50%
SUV - Sport Utility Vehicle	2	2	6	12.3	1	50%
VN - Van	181	171	6	5.5	70	40.90%
Unknown Vehicle Type	3	0	N/A	N/A	N/A	N/A
Total	642	560		7.3	259	46.40%

The Performance Measures and Targets for the PTASP are divided into four categories: Fatalities, Injuries, Safety Events and System Reliability:

Analysis Period (calendar months):	Targets (Less than or Equal to)							
	Fatalities		Injuries		Safety Events		System Reliability	
12	Total Number*	Rate per 100k VRM	Total Number*	Rate per 100k VRM	Total Number*	Rate per 100k VRM	Total Number* of MMF	MDBMMF
Mode								
Fixed Route	0	0	5	2	12	6	25	8,000
Demand Response	0	0	2	3	6	13	10	5,000

* Total numbers are based on an average of 200k VRM for fixed route service and 50k VRM for demand response service.

Planning Factors (23 CFR § 450.306)

In the development of this UPWP, the MPO considered the planning factors included in the Bipartisan Infrastructure Law:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, And efficiency;
2. Increase the safety of the transportation system for motorized and nonmotorized users;
3. Increase the security of the transportation system for motorized and nonmotorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system.
10. Enhance travel and tourist

Table 7 . Planning Factors within the activities included in the UPWP 2024-2025

Task Title	Planning Factors									
	1	2	3	4	5	6	7	8	9	10
Program Administration and Planning Support Activities: UPWP Development & Grant Support, TIP Development & Maintenance, Public Involvement Program, Professional Development, Title VI and Legal Revision										
L RTP 2050 Maintenance										
NTD activities										
Comprehensive Transportation Study for the Municipality of Dorado										
Short Range Strategic Transit Plan for the Municipality of Adjuntas										
Comprehensive Transportation Study for the Municipality of San German										
Comprehensive Transportation Study for the Municipality of Gurabo										
Comprehensive Transportation Study for the Municipality of Trujillo Alto										
Comprehensive Transportation Study for the Municipality of Juncos										
Comprehensive Transportation Study for the Municipality of Manati										
Comprehensive Transportation Study for the Municipality of Florida (including Complete Streets)										
Comprehensive Transportation Study for the Municipality of San Juan Transit System										
Comprehensive Transportation Study for the Municipality of Arecibo										
Comprehensive Transportation Study for the Municipality of Aguadilla										

PUERTO RICO MPO ORGANIZATION

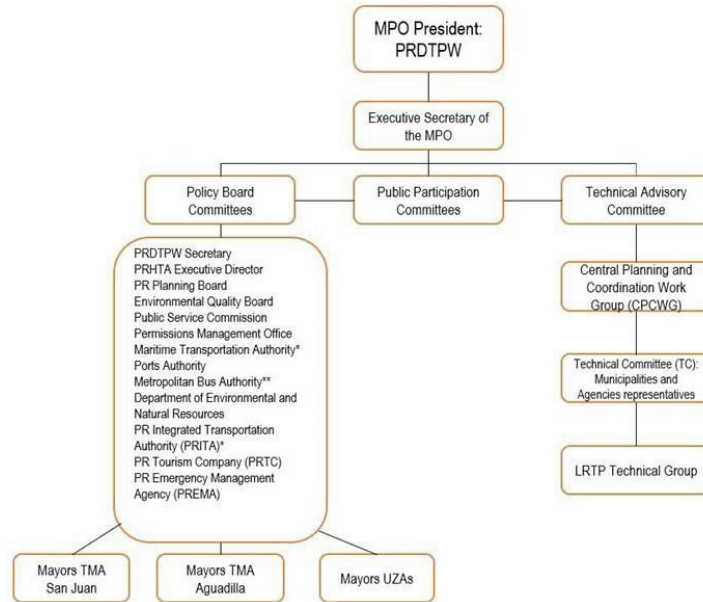
In January 12, 1973, and as authorized by Plan Number 6 for the Reorganization of the Executive Branch of the Commonwealth of Puerto Rico, the Department of Public Works was reorganized and renamed the Department of Transportation and Public Works (DTPW), becoming the central government agency responsible for transportation programs for the Commonwealth of Puerto Rico. As part of this Reorganization Plan, the Highways Authority (later on Highways and Transportation Authority), the Ports Authority (PA) and the Metropolitan Bus Authority (MBA) were ascribed to the DTPW. In 1989, the PA became separate entity. In that same year, the Governor of the Puerto Rico designated the DTPW as the statewide agency responsible for carrying out the provisions of 23 USC 134 and with the requirements of Chapter 53, 49 USC 1602, 1603, and 1604. Therefore, the Secretary of the DTPW is the President of the Metropolitan Planning Organization (MPO) for all urbanized areas of Puerto Rico.

The DTPW is responsible for the planning, development, coordination, and administration of all transportation activities. The Agency formulates the general policy for surface, air, and water transportation for the Commonwealth of Puerto Rico and recommends programs, projects, and other measures which will meet the Island's needs regarding transportation services and facilities to be adopted by the Governor and/or the Legislative Assembly. Soundly formulated public policy promotes the development of an integrated, efficient, and safe transportation system that will expedite the development of the economy and improve the general welfare and safety of citizens. The DTWP/PRHTA continually evaluates and studies transportation problems.

The authorities attached to the DTPW operate as public corporations, which provide them with fiscal autonomy and administrative flexibility. Their functions are formulated under policies adopted by the Secretary of DTPW. On March 6, 1991, the Governor signed Law Number 1, which changed the name of the Highways Authority to the Puerto Rico Highways and Transportation Authority (PRHTA) and widened its responsibilities to include planning, promotion, and development of the transit system. Within the San Juan Urbanized Area (SJUA), the PRHTA is also empowered to contract the operation of public transportation services. Law Number 1 of 1991 also contemplated the development of a Statewide (Islandwide) Transportation Plan, which presents the public policies and strategies related to transportation and serves as a guide for public and private activities.

Puerto Rico MPO composition

In Puerto Rico, there is one MPO, although according to the 2000 and 2010 Census of Population, there are two urbanized area with population over 200,000- also known as Transportation Management Area (TMA)- San Juan and Aguadilla urbanized areas, and nine consolidated urbanized areas with population of 50,000 to 199,999 (under 200,000 population). Although it is well known that the 2010 Census revealed that Puerto Rico suffer a decrease in population, this didn't have a substantial effect in the UZA's boundaries.



Meanwhile, Puerto Rico MPO's is organized in three Policy Board Committees (one committee for each Urbanized Area) and a Technical Committees in order to promote an urban transportation planning process that responds to the Commonwealth necessities as well as to the goals and objectives of local communities, and to assure a forum for cooperative decision-making in the planning process. The three Policy Board Committees are: the committee for the San Juan Urbanized Areas (SJUA), the committee for the Aguadilla Urbanized Areas (AUA), and the committee for the Urbanized Areas Under 200,000 Population (UZAs).

The Policy Board Committee for the San Juan Urbanized Area (SJUA), is defined by the 2000 Census as falling in the funding category of areas with over one million inhabitants and comprising the following thirty- eight (38) municipalities:

1. Aguas Buenas	2. Aibonito	3. Barranquitas	4. Bayamón
5. Caguas	6. Canóvanas	7. Carolina	8. Cataño
9. Cayey	10. Ciales	11. Cidra	12. Coamo*
13. Comerío	14. Corozal	15. Dorado	16. Guaynabo
17. Gurabo	18. Humacao	19. Juncos	20. Las Piedras
21. Loíza	22. Manatí	23. Maunabo	24. Morovis
25. Naguabo	26. Naranjito	27. Orocovis	28. Patillas
29. Río Grande	30. Salinas	31. San Juan	32. San Lorenzo
33. Toa Alta	34. Toa Baja	35. Trujillo Alto	36. Vega Alta
37. Vega Baja	38. Yabucoa		

The Policy Board Committee for the Aguadilla Urbanized Area of (AUA), which falls in the funding category of areas with over 200,000 and less than one million inhabitants, is defined as comprising the following eleven (11) municipalities:

1. Aguada	2. Aguadilla	3. Añasco	4. Camuy
5. Isabela	6. Lares	7. Las Marías	8. Moca

9. San Sebastián	10. Rincón	11. Utuado
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The Policy Board Committee for Urbanized Areas Under 200,000 Population (UZA), which integrates twenty- nine (29) municipalities, is defined as follows:

Urbanized Area (50,000- 199,999)	Comprising municipalities
➤ Arecibo	Arecibo**, Camuy, Hatillo, and Quebradillas
➤ Fajardo	Ceiba, Fajardo, Luquillo, and Naguabo
➤ Barceloneta--Florida--Bajadero, PR	Florida, Barceloneta, Arecibo**, Manatí
➤ Guayama	Arroyo, Guayama, Patillas, and Salinas
➤ Juana Díaz	Juana Díaz, and Villalba
➤ Mayagüez	Añasco, Hormigueros, and Mayagüez
➤ Ponce	Ponce
➤ San Germán	Cabo Rojo, Lajas, Sabana Grande and San Germán
➤ Yauco	Germán Guánica, Guayanilla, Peñuelas, and Yauco

***Arecibo is indeed in two Urbanized Areas: in Arecibo Urbanized Area and in Barceloneta--Florida--Bajadero, PR Urbanized Area.*

The Policy Board Committees are the cooperative decision-making among local officials (Mayors), state agencies related to transportation, and representatives of various Federal agencies and the public. Members include the following voting and non-voting representatives:

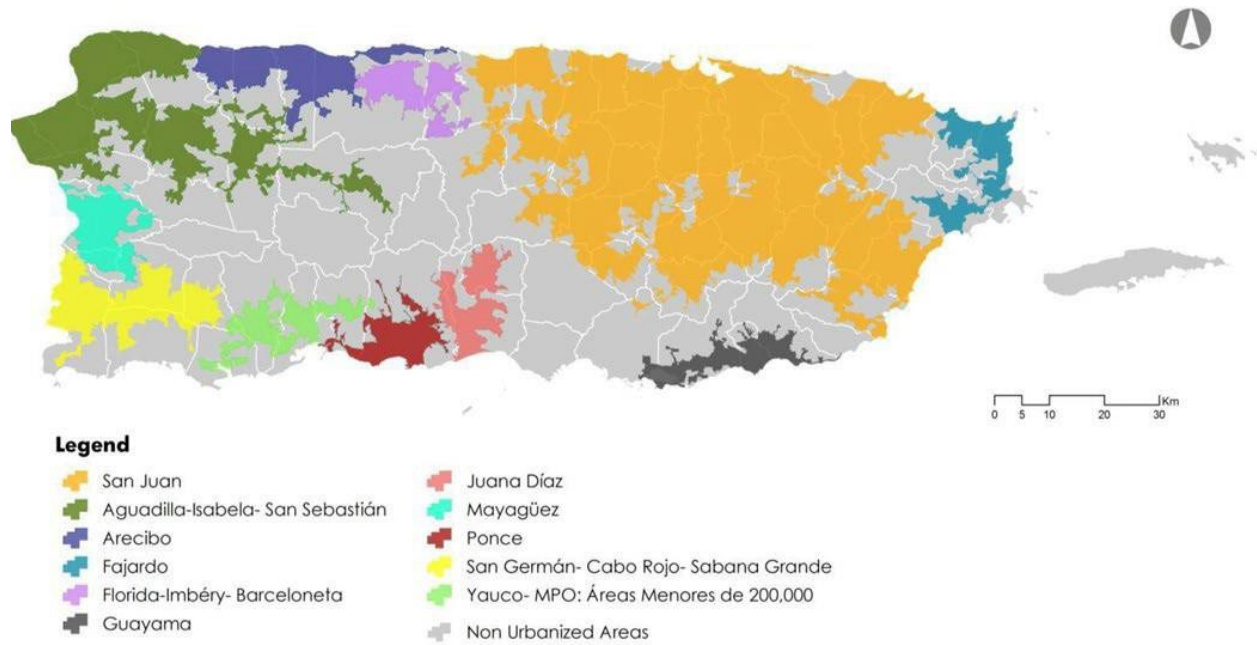
Voting

1. Secretary of Department of Transportation and Public Works
2. Executive Director of the Puerto Rico Highways and Transportation Authority (PRHTA)
3. Executive Director of Ports Authority (PA)
4. President and General Manager of the Metropolitan Bus Authority (MBA)
5. President, Planning Board (PB)
6. President, Public Service Commission (PSC)
7. President, Environmental Quality Board (EQB)
8. Maritime Transportation Authority (MTA)
9. Executive Director, Puerto Rico Integrated Transportation Authority
10. PR Tourism Company
11. PR Emergency Management Agency
12. The 72 mayors of the municipalities included in the urbanized areas (SJUA – 38; AUA – 11; UZA – 23)

Non-Voting

1. Puerto Rico Division Administrator, Region I, FHWA
2. Regional Administrator, Region IV, FTA

Figure 2: Urbanized Areas defined by the 2010 Census*



SEPTEMBER, 2013

*Map from the 2020 Census is not available. It will be included in an amendment to the document.



**Work Element 1: Program Administration and Planning
Support Activities**

Petitioner: PRHTA

Task: 1

Title: UPWP Development & Grant Administration of the Metropolitan Transportation Planning Program and Statewide Transportation Planning Program

PURPOSE:

- To conduct the transportation planning process for the PRMPO and its member jurisdictions and partners in a manner that complies with federal and state requirements.
- Prepare, manage and monitor the development of the UPWP tasks

PREVIOUS WORK:

- Puerto Rico UPWP 2022-2023 Amendment #1
- Grant execution: PR-2021-042-00 and PR-2022-018-00
- Preparation of Interagency Agreements
- The administration of the overall planning process, which includes all correspondence, meetings, status updates on all state and federal reports e.g. LRTP, STIP, TMA Certifications, among others is being completed on a daily basis with all participant offices.

METHODOLOGY/ SCOPE OF WORK:

- Ensure projects are properly funded and begin and end dates are within grant agreement timeframe.
- Review and update the UPWP to address any changes.
- Document distribution to all the PRMPO members.
- Seek approval from the members of the three PRMPO Policy Board Committees.
- Administer the work to be performed: overlook of the task to be done, provide technical assistance to the subrecipients (municipalities and agencies) of Metropolitan Planning Program (MPP) funds. This also includes an evaluation of the Municipalities and Agencies petitions for MPP funds, scope of work assessment, listing the recommended and not recommended MPP petitions for planning activities, incorporating the new tasks in the UPWP.
- Prepare the budget and distribution of the MPP funds for the 2022 Assignments and the identification of available MPP funds from other older Grants.
- Develop and process the third-party agreements between the PRHTA and the subrecipients of MPP.
- Prepare work scope(s) and budgets for planning grants and process grant application.
- Process grants amendments and budget revision.
- Grant Close Out preparation. Project Completion Report to close out grants, as appropriate.
- Request progress report to the subrecipients of MPP funds. Submit the quarterly progress report of the MPP open grants.
- Process reimbursement request from MPP subrecipients. Manage a checklist to verify the reimbursement request comply with the necessary documentation to process it to the Accounting Office of PRHTA.
- Reproduce the UPWP and publish the availability of the document for the people to comment.
- Maintain financial records, invoices, quarterly progress reports and annual audits
- Complete the PRMPO certification process pursuant to federal and state regulations
- Review existing agreements and modify/update as needed
- Monitor and maintain a two-year Unified Planning Work Program for FY 22 and FY23, including any necessary revisions, and provide at least quarterly progress reports and reimbursement requests
- Coordinate UPWP tasks with participating agencies or municipalities.
- Prepare the draft FY 24-FY25

Subtask 1.1

Petitioner: PRHTA

Title: Staff Support to the PRMPO Operation

PURPOSE:

- Administrate and reinforce the planning responsibilities of the PRMPO
- TMA certification review implementation and monitoring of corrective actions
- Develop strategies to improve PRMPO operations, project management, performance measures definition and implementation

METHODOLOGY/ SCOPE OF WORK:

- Designation of the Technical Advisory Committee.
- Organized the meetings with the Policy Board Committee and the Technical Committee for each Urbanized Area: San Juan, Aguadilla and UZA Under 200,000 Population.
- Prepare agenda packages and minutes in support of PRMPO board and committee meetings.
- The PRMPO staff prepares agendas, updates the informational material, prepare the PowerPoint presentation, process the letter of invitation to the MPO members and publish the public notice to announcing the dates of the meetings.
- Evaluate the necessity of developing a strategic plan for the PRMPO.
- Prepare, certify and process PRMPO Resolutions.
- Prepare summary minutes and distribute the recording of the PRMPO Policy Board Committees meetings.
- Update the PRMPO membership contact information.
- Provide technical assistance to the municipalities and agencies on FTA and FHWA programs.
- Maintain the PRMPO members informed on issues related to transportation, funding, grant management and programmed projects.
- Coordinate activities with participating transportation partners.

END PRODUCTS:

- Power point presentations, brochures, copies of the STIP, TIP and UPWP
- PRMPO agendas
- Recordings of the PRMPO Policy Board Committees meetings
- PRMPO members directory
- MPO Administrative and Operational Regulation

WORK SCHEDULE:

- These are annual recurring activities.

COORDINATED BY:

- Federal Coordination Office

Sub-task 1.2

Petitioner: PRHTA

Title: TIP Development and Maintenance

Create, maintain, review and update a program of transportation system capital projects and operations support for a 4-Year period for each Urbanized Area (San Juan, Aguadilla and Under 200,000) consistent with the long-range planning activities and in compliance with all federal and state statutory requirements.

PREVIOUS WORK:

- TIP 2019-2022, Amendment 2 for San Juan Urbanized Area, approved on July 1, 2021
- TIP 2019-2022, Amendment 2 for Aguadilla Urbanized Area, approved on July 1, 2021
- TIP 2019-2022 for Urbanized Areas Under 200,000 Habitants, approved on July 1, 2021.

METHODOLOGY/ SCOPE OF WORK:

- The PRHTA staff in collaboration with each urbanized area Technical Committee will reviewed and submit to the three Policy Board Committees of each Urbanized Area (San Juan, Aguadilla, and the UZA's) the list of projects and transportation expending that will be included in the TIP.
- Describe and prioritize the surface transportation programs and projects that receive federal funds, for every transportation mode, to be implemented during the program period.
- Review scope of projects, priorities, and schedule. This work is usually carried out between the months of October - January.
- Maintain ongoing activities to monitor and report on progress and status of programmed projects.
- Prepare document for PRMPO Committees, and Board review and approval.
- Seek endorsement of TIP document by all PRMPO Committees, including the PR MPO Policy Board Committees.
- Refine the Prioritization Process to consider the results of the LRTP, and performance measures developed.
- Coordinate the public participation meetings for compliance with FTA regulations, in developing the TIP and STIP.
- Publish the interactive TIP on the PRMPO website for use by the public and other agencies.
- Prepare an annual list of projects for which Federal funds (FTA) were obligated for inclusion in the TIP.

END PRODUCTS:

- TIP 2023-2026 for San Juan Urbanized Area
- TIP 2023-2026 for Aguadilla Urbanized Area
- TIP 2023-2026 for Urbanized Areas Under 200,000

WORK SCHEDULE:

- Start Date: the tasks usually begin in August-October (call for projects) and continues with the approval of the TIPs.
- TIP amendments as needed
- Annual Listing of Projects for Federal funds obligated in the preceding year.

COORDINATED BY:

- Federal Coordination Office

Sub-task 1.3

Petitioner: PRHTA

Title: Public Involvement Program

PURPOSE:

- Ensure citizen and community input (gather ideas, voice their concerns, and needs) in all aspects of the multimodal transportation planning and decision-making process before plans and programs are approved.
- Develop a proactive and ongoing public participation process that includes the public, stakeholders, and other governmental bodies at the island, regional, and local levels.
- Publicize the project to increase public awareness about transportation issues and publicize the role of DTPW/PRHTA in the plan development.
- Create communications channels with the public and others to encourage public participation and input.

PREVIOUS WORK:

- PRMPO public participations meetings to inform on FTA and FHWA funds availability and the federal and local transportation dispositions.
- Coordinate with the PRHTA Civil Right Office the revision of the PRMPO documents and collect data
- Meetings with public transit users and elderly and handicapped organizations
- Regional meetings between DTPW officials, municipal technical staff and elected officials
- Introduction meeting of the PRMPO and transportation planning process to new elected officials
- Creating a contact base with email address list, and including the municipalities, committee members, service, trade, and other organizations, including professional groups such as the area's American Planning Association, Institute of Transportation Engineers, and American Institute of Architects.

METHODOLOGY/ SCOPE OF WORK:

- Evaluation of measures of the PIP effectiveness
- Update the Public Involvement Plan (PIP) and the PRMPO Rules.
- Coordinate regional meetings with municipalities to establish a dialogue about their transit systems and explore opportunities to develop a regional transit system.
- Posting a flyer announcing the PRMPO meetings on the PRHTA website.
- Making presentations to the PRMPO Policy Board Committees. The MPO staff prepares agendas, updates the informational material, prepare the power point presentation, process the letter of invitation to the PRMPO members and publish the public notice to announcing the dates of the meetings.
- Posting the approved UPWP, TIP's and STIP on the PRHTA website (under Federal Coordination Office).
- Developing bilingual press releases, public service announcements, and notices for distribution through the PRHTA Communications and Press Office to media outlets.
- Informed the public about the availability of the planning documents drafts (LRTP, UPWP, TIP, and STIP) for their revision and to provide the opportunity to comment.

END PRODUCTS:

- Updated Public Involvement Plan (PIP) and revision of the PRMPO Rules
- Creation of Public Advisory Committee and Designation of the Technical Advisory Committee
- PRMPO Collaboration Agreement to state and determine the MPO, State, public transportation operator's roles and responsibilities.
- Website/Social Media updates - ongoing

COORDINATED BY:

PRHTA: Federal Coordination Office, Strategic Planning Office & Special Studies and Programming Office

Sub-task 1.4**Petitioner: PRHTA****Title: Professional Development****PURPOSE:**

- Transportation planning funds will be used for staff members of the PRMPO to attend transportation planning and professional development conferences, workshops, and training.

PREVIOUS WORK:

- Triennial Review Workshops
- FTA/ FHWA webinars

METHODOLOGY/ SCOPE OF WORK:

- The PRMPO will organize training sessions for the Transportation Policy Board and subcommittee members and to local governments and participating agencies.
- A list of themes or areas of knowledge are going to be develop, in order to prepare a training program
- Request NTI seminars
- Provide training for PRMPO staff and PRMPO Board members

END PRODUCTS AND SCHEDULE

- Training program with the necessities and work plan
- Seminars- annually

COORDINATED BY:

PRHTA: Federal Coordination Office, Strategic Planning Office & Special Studies and Programming Office

Sub-task 1.5**Petitioner: PRHTA****Title: Title VI Civil Rights, Environmental Justice, EEO, and Disadvantage Business Enterprise Program****PURPOSE:**

- Maintain an analytical approach that produces procedures that meet Title VI and Environmental Justice requirements by ensuring that federally funded transportation projects adequately consider effects on low-income and minority segments of the population.
- Set policies for Disparate Impact and Disproportionate Burden as now required by Title VI.
- Update Title VI related documents, policies and procedures, as required.

PREVIOUS WORK:

- DBE goal methodology
- Title IV assurances, nondiscrimination policy and complaint filing procedure
- Limited English Proficiency Plan Update.

METHODOLOGY/ SCOPE OF WORK:

- Attend PRMPO meetings,
- Review the PRMPO documents as to address the Civil Rights requirements
- Collect statistical data on those, disadvantage communities, impacted by the program, services and activities
- Coordinate with the Puerto Rico 2050 Long Range Transportation Plan Team in order assess the demographic and socioeconomic information
- Execution on DBE goal methodology: revision of the federal clauses and Request for Proposal procurement
- Certify companies as DBE and update the DBE directory

END PRODUCTS

- ADA Transition Plan

COORDINATED BY:

- PRHTA: Civil Rights Office

Sub-task 1.6

Petitioner: PRHTA

Title: Interagency Agreements and Contract Legal Revision

PURPOSE:

Prepare and/or review all contracts, interagency agreements, reports, and federal transportation related documentation

PREVIOUS WORK:

Review interagency agreements between PRHTA and PRMPO members

METHODOLOGY/ SCOPE OF WORK:

- Attend PRMPO meetings,
- Federal clauses revisions
- Master Agreement incorporation
- Development of the PRHTA Annual Certification and Assurances
- Procurement Assessment
- Third Party Contract Development

END PRODUCTS AND SCHEDULE

- Interagency agreement- as needed

COORDINATED BY:

- PRHTA: Federal Coordination Office and Legal Advisor Office



**Work Element 2: Puerto Rico 2050 Long Range
Transportation Plan (LRTP) Maintenance**

TASK 2-1

Puerto Rico 2050 Long Range Transportation Plan Execution and Maintenance

PURPOSE:

- The Federal Regulations (CFR 23 Part 450) requires updating the Metropolitan Transportation Plan or Regional Long Range Transportation Plan, every five years, in air attainment areas, and since the Puerto Rico 2045 Multimodal and Sustainable Long- Range Transportation Plan and the other seven Regional LRTP were approved on 2018.
- This task will provide maintenance and execution of the LRTP 2050 approved plan.

PREVIOUS WORK:

- 2045 Islandwide Long Range Transportation Plan
- 2045 San Juan Metropolitan LRTP
- 2045 Aguadilla Metropolitan LRTP
- 2045 Regional LRTPs: for the North, Southwest, South, Southeast and East

METHODOLOGY/ SCOPE OF WORK:

- Evaluation of the progress and status of programmed project.
- Revision of the financial financing mechanisms and possible new options to generate revenues for need capital investments and transportation operations, as per applicable federal regulation.
- Maintain ongoing activities to monitor and report on progress and status of programmed projects.
- Prepare document for PRMPO Committees, and Board review and approval.
- Seek endorsement of TIP document by all PRMPO Committees, including the MPO Policy Board Committees.
- Coordinate with FHWA, FTA, PRHTA and other stakeholders in the development and implementation of performance-based planning and programming to comply with BIL.
- Evaluate access to essential services to identify transportation connectivity gaps, including traditionally underserved populations.
- Monitor the adopted LRTP for changes due to socio-economic changes and requests for modifications from the municipalities.
- Review the data and plan annually to determine if amendments are needed.
- Coordinate the LRTP with the PRHTA traffic performance standards (TPS) system to monitor impacts from proposed development.
- Retain a consultant to assist in modeling and evaluating the LRTP and any amendments against BIL performance measures.
- Update data and information needed to validate the travel demand model.
- Identify possible new projects and revised the projects of the illustrative list that could advance policy goals, including preparing adequate cost estimates as per new federal regulations.
- Utilization of travel models and others planning tools to evaluate potential projects and programs.
- Air quality conformity determination assessment.

END PRODUCTS & WORK SCHEDULE:

Monitoring, maintaining, and supporting the adopted LRTP - ongoing

COORDINATED BY:

PRHTA= Strategic Planning Office

Description		Two Years Program	
		2024	2025
Long Range Transportation Plan 2050 Maintenance	F	\$ 40,000.00	
	S		
	T	\$ 40,000.00	



**Work Element 3: Special Project Planning New Transportation
Planning Tasks for: San Juan, Aguadilla, and Urbanized Areas
Under 200,000**

San Juan Urbanized Area

Task 3-1

Petitioner: Municipality of Dorado

TITLE: Comprehensive Transportation Study for the Municipality of Dorado

PURPOSE OF THE ACTIVITY:

The Municipality of Dorado will develop a public transportation system focusing on activity nodes and areas of social interest as well as tourism. Their purpose is to make the movement of residents and tourists more accessible and efficient to the various areas of interest within the municipality. The study will serve as a tool for the development of the actual transportation system. The goal is to boost the access and mobility of citizens and visitors in urban and tourist areas in Dorado. This will result in significant improvement of quality of life and economic development for our municipality and its residents and visitors.

PREVIOUS WORK:

- PR Land Use Plan (2015)
- Municipal Land Use Plan (2011)
- Georeferenced inventory of road infrastructure

METHODOLOGY/SCOPE OF WORK

The Municipality recommends that the task work program include the following:

- Evaluation of existing plans and agreements related to transportation locally and statewide.
- Road infrastructure analysis.
- Demographic study
- Identification of communities and population nodes based on Census data.
- Interviews, meeting and surveys with communities, commerce, and civic entities in the municipality.
- Identification of areas for the development of complete roads and bike lanes.
- Development of a phase plan for implementation.
- Recommendations on rolling stock per route served and population.
- Options for implementation and costs.
- Yearly operational and maintenance cost for the system as per phases.
- Evaluation and recommendation of newer technology to be used in the system and stops. (IE. Phone apps, digital stop signs, etc.)
- Other requirements.

END PRODUCTS

The expected product is a comprehensive transportation study that should include:

- The strategy and implementation per phases of the public transportation system.
- Road infrastructure analysis for the development of complete roads and bike lanes.
- Development and implementation of a public outreach program to determine the needs of the community and commerce within the municipality.
- Recommendations on rolling stock, equipment, technology, and human resources for implementation.
- Development of cost estimates for short-, medium- and long-term implementation and development. Including initial investment and yearly operating costs.

SCHEDULE:

Start Date: October 2023; End Date: October 2024

COORDINATED BY:

Municipality of Dorado

COST AND FUNDING SOURCE: \$100,000 (Federal and \$20,000-TDC) for FY 2024

Non-Urbanized Areas

Task 3-2

Petitioner: Municipality of Adjuntas

TITLE: Short Range Strategic Transit Plan for the Municipality of Adjuntas

PURPOSE OF THE ACTIVITY:

The Municipality of Adjuntas wants to prepare a Short-Range Strategic Transit Plan with the general purpose of creating a new collective transportation system in the Municipality of Adjuntas and defining a preferred scenario that provides the policies and strategies that will guide the future development of the municipality's transportation. The plan will provide a solid foundation for the design and implementation of a transportation system and mobility plan that meets the projected needs of the Municipality's residents and visitors. The municipality has a public terminal located in the urban area. Currently, the municipality does not have public or private transportation to meet the needs of our citizens.

PREVIOUS WORK:

- Municipal Land Use Plan (2011)
- Long-Term Multimodal Transportation Plan (2045) of Puerto Rico (2017)
- Comprehensive Cycling and Pedestrian Plan for Puerto Rico (2018)
- Plan and Design Guidelines for Complete Streets for Puerto Rico (2018)

METHODOLOGY/SCOPE OF WORK

- For the study, existing plans and studies, surveys, operating costs of the collective system, estimated budget, vehicles that will be used, among others, will be reviewed.
- Also, hold meetings with different community leaders who could collect the various opinions and doubts of residents within the municipality.
- Online and printed survey with various questions and options that would allow the respondent to express their opinions regarding mobility and possible future programs or projects that could benefit the municipality.
- Community meeting to validate transit routes resulting from the analysis.
- Identification of areas for the development of complete roads and bike lanes.

END PRODUCTS

- Provide sustainable, accessible, and safe transportation options, adapted to the current and future needs of all citizens, promoting livable communities and sustainable economic development.
- Develop a strategic plan for the short-term implementation of public transport routes.
- Identify and implement in the Municipality of Adjuntas a safe, efficient, and accessible public transportation system for all citizens.

SCHEDULE:

Start Date: October 2023; End Date: October 2024

COORDINATED BY:

Municipality of Adjuntas

COST AND FUNDING SOURCE: \$90,000 (Federal and \$18,000-TDC) for FY 2024

Urbanized Areas under 200,000 Population

Task 3-2

Petitioner: Municipality of San German

TITLE: Comprehensive Transportation Study for the Municipality of San German

PURPOSE OF THE ACTIVITY:

The municipality of San German would like to develop a public transportation system focusing on activity nodes, Universities and areas of social interest as well as tourism. Their purpose is to make the movement of residents, students, and tourists more accessible and efficient to the various areas of interest within the municipality. The study will serve as a tool for the development of the actual transportation system. The goal is to boost the access and mobility of citizens and visitors in urban and tourist areas in San German. This will result in significant improvement of quality of life and economic development for our municipality and its residents and visitors.

PREVIOUS WORK:

Municipal Land Use Plan (2012)

METHODOLOGY/SCOPE OF WORK

It is recommended that the task work program include the following:

- Evaluation of existing plans and agreements related to transportation locally and statewide.
- Road infrastructure analysis.
- Demographic study
- Identification of communities and population nodes based on Census data.
- Interviews, meeting and surveys with communities, commerce and civic entities in the municipality.
- Identification of areas for the development of complete roads and bike lanes.
- Development of a phase plan for implementation.
- Recommendations on rolling stock per route served and population.
- Options for implementation and costs.
- Yearly operational and maintenance cost for the system as per phases.
- Evaluation and recommendation of newer technology to be used in the system and stops. (IE. Phone apps, digital stop signs, etc.)
- Other requirements.

END PRODUCTS

- The strategy and implementation per phases of the public transportation system.
- Road infrastructure analysis for the development of complete roads and bike lanes.
- Development and implementation of a public outreach program to determine the needs of the community and commerce within the municipality.
- Recommendations on rolling stock, equipment, technology, and human resources for implementation.
- Development of cost estimates for short-, medium- and long-term implementation and development. Including initial investment and yearly operating costs.

SCHEDULE: Start Date: October 2023; End Date: October 2024

COORDINATED BY: Municipality of San German

COST AND FUNDING SOURCE: \$100,000 (Federal and \$20,000-TDC) for FY 2024

San Juan Urbanized Area
Task 3-3
Petitioner: Municipality of Gurabo

TITLE: Comprehensive Transportation Study for the Municipality of Gurabo

PURPOSE OF THE ACTIVITY:

The Municipality of Gurabo is interested in developing a study for the existing Transportation Plan to improve the quality of service offered to citizens and visitors making the system more efficient and accessible. We will also include the evaluation of transit infrastructure improvements and accessibility improvements for our users, these might include bicycle routes or complete street projects.

PREVIOUS WORK:

Municipal Land Use Plan (2022)

METHODOLOGY/SCOPE OF WORK

- Evaluation of existing plans and agreements related to transportation locally and statewide
- Demographic study
- Interviews, meeting and surveys with communities, commerce
- Development of a phase plan for implementation
- Options for implementation and costs.
- Evaluation and recommendation of newer technology to be used in the system and stops (IE. Phone apps, digital stop signs, etc.)
- Phase Implementation plan

END PRODUCTS

Development and implementation of a public outreach program to determine the needs of the community and commerce within the municipality and strategy and implementation per phases of the improvements for the public transportation system.

SCHEDULE:

Start Date: October 2023; End Date: October 2024

COORDINATED BY:

Municipality of Gurabo

COST AND FUNDING SOURCE: \$90,000 (Federal and \$18,000-TDC) for FY 2024

San Juan Urbanized Area
Task 3-4
Petitioner: Municipality of Trujillo Alto

TITLE: Comprehensive Transportation Study for the Municipality of Trujillo Alto

PURPOSE OF THE ACTIVITY:

The municipality of Trujillo Alto requests an evaluation of the transportation system since the last one carried out was in 2016, prior to Hurricane Maria in 2017 where there were many geographical changes. The municipality seeks to impact all communities in the urban and rural area of the municipality and to provide the greatest reach for the population.

PREVIOUS WORK:

Transportation Study (2016)

METHODOLOGY/SCOPE OF WORK

- Evaluation of existing plans and agreements related to transportation locally and statewide
- Demographic study
- Interviews, meeting and surveys with communities, commerce
- Development of a phase plan for implementation
- Options for implementation and costs.
- Evaluation and recommendation of newer technology to be used in the system and Stops (IE. Phone apps, digital stop signs, etc.)
- Phase Implementation plan

END PRODUCTS:

The Municipality of Trujillo Alto seeks to cover the neighborhoods, sectors and communities within the Municipality. The Municipality wants that the largest number of people can benefit from our collective transport program.

SCHEDULE:

Start Date: October 2023; End Date: October 2024

COORDINATED BY:

Municipality of Trujillo Alto

COST AND FUNDING SOURCE: \$118,595 (Federal and \$23,719 TDC) for FY 2024

San Juan Urbanized Area
Task 3-5
Petitioner: Municipality of Juncos

TITLE: Comprehensive Transportation Study for the Municipality of Juncos

PURPOSE OF THE ACTIVITY:

The Municipality of Juncos requests funds to prepare a comprehensive study of the public transportation system that considers the mobility needs of the residents of Juncos at a local and regional level. This study will help the Municipality to satisfy the mobility needs; identify travel patterns, common destinations, and typical travel times for residents. The creation of a transportation system in our town will benefit substantially low or low moderate-income persons. The Planning study to be carried out will allow checking if existing stops require location changes due to factors such as: the mobility needs of the population, changes in the location of Government agencies that respond to the pressing needs of citizens, security and risk factors on the roads for the transit buses to make their stops for boarding and alighting passengers, feasibility of building sheds at stops, recommendations of construction of sheds and other factors.

PREVIOUS WORK:

Comprehensive Transportation Planning Study for Juncos , 2008

METHODOLOGY/SCOPE OF WORK:

- Define vision, goals, objective and performance for the transit system
- Demographic study of the resident population: Identify travel patterns; evaluate existing conditions.
- Detailed transportation evaluation that meets the specific needs of the Municipality of Juncos by making operational improvements, increasing network connectivity, and preserving and expanding the transportation infrastructure.
- Include community consensus on future transportation needs required to support anticipated growth and development
- The Plan will consider different sources of funding. It will consider possible service fares. It will also assess the route efficiency, required vehicle per routes to maximize the efficiency of the system, maintenance expenses, financial impact of capital expenditures, etc.
- Recommendations: Those recommendations must include guidance to maximize the operations, new environmental technology to integrate in the system, and routes hours.

END PRODUCTS:

Comprehensive Transportation Plan for Juncos

SCHEDULE:

Start Date: October 2023; End Date: October 2024

COORDINATED BY:

Municipality of Juncos

COST AND FUNDING SOURCE: \$90,000 (Federal and \$18,000-TDC) for FY 2024

Urbanized Area Under 200,000 Population

Task 3-6

Petitioner: Municipality of Manati

TITLE: Comprehensive Transportation Study for the Municipality of Manati

PURPOSE OF THE ACTIVITY:

The study will serve as a tool for the transportation system. The objective is to improve the access and mobilization of citizens and visitors to urban, rural and tourist areas of the Municipality of Manati. This will translate into a better quality of life and a significant change in the economic development of our Municipality, residents, and visitors. The study will restore the transport system to increase the accessibility of citizens, especially elderly and people with functional diversity, to urban areas, rural areas and municipal government offices.

PREVIOUS WORK:

Municipal Land Use Plan

METHODOLOGY/SCOPE OF WORK:

- Preparation of the purchasing process: Requisition of proposals, publication of notice, professional services contract.
- Purpose of the plan.
- Review state and municipal plans.
- Assess demographic trends and projections (emphasizing in older adults and people with functional diversity)
- Provide economic and development projections.
- Develop vision, goals, and objectives for the transportation system.
- Assess the transportation system, including road, transit, pedestrian and cyclist infrastructure.

END PRODUCTS:

An updated plan for the Municipality of Manati.

SCHEDULE:

Start Date: October 2023; End Date: October 2024

COORDINATED BY:

Municipality of Manati

COST AND FUNDING SOURCE: \$90,000 (Federal and \$18,000-TDC) for FY 2024

Urbanized Areas Under 200,000 Population

Task 3-7

Petitioner: Municipality of Florida

TITLE: Comprehensive Transportation Study for the Municipality of Florida

PURPOSE OF THE ACTIVITY:

The Municipality of Florida is interested in developing a study for the existing Transportation Plan to improve the quality of service offered to citizens and visitors making the system more efficient and accessible. We will also include the evaluation of transit infrastructure improvements and accessibility improvements for our users, these might include bicycle routes or complete street projects.

PREVIOUS WORK:

Municipal Land Use Plan
Transit Plan (2018)

METHODOLOGY/SCOPE OF WORK:

It is recommended that the task work program include the following:

- Evaluation of existing plans and agreements related to transportation locally and statewide.
- Road infrastructure analysis.
- Demographic study
- Identification of communities and population nodes based on Census data.
- Interviews, meeting and surveys with communities, commerce and civic entities in the municipality.
- Identification of areas for the development of complete roads and bike lanes.
- Development of a phase plan for implementation.
- Recommendations on rolling stock per route served and population.
- Options for implementation and costs.
- Yearly operational and maintenance cost for the system as per phases.
- Evaluation and recommendation of newer technology to be used in the system and stops. (IE. Phone apps, digital stop signs, etc.)
- Other requirements.

END PRODUCTS:

The municipality of Florida seeks to implement a more robust and detailed transportation study. The municipality seeks the inclusion of all its neighborhoods, sectors and communities to benefit from the collective transport system.

SCHEDULE:

Start Date: October 2023; End Date: October 2024

COORDINATED BY:

Municipality of Florida

COST AND FUNDING SOURCE: \$90,000 (Federal and \$18,000-TDC) for FY 2024

San Juan Urbanized Area
Task 3-9
Petitioner: Municipality of San Juan

TITLE: Comprehensive Transportation Study for the Municipality of San Juan

PURPOSE OF THE ACTIVITY:

The Municipality of San Juan is interested in developing a study for the existing Transportation Plan to improve the quality of service offered to citizens and visitors making the system more efficient and accessible. We will also include the evaluation of transit infrastructure improvements and accessibility improvements for our users, these might include bicycle routes or complete street projects.

PREVIOUS WORK:

Municipal Land Use Plan

METHODOLOGY/SCOPE OF WORK:

It is recommended that the task work program include the following:

- Evaluation of existing plans and agreements related to transportation locally and statewide.
- Road infrastructure analysis.
- Demographic study
- Identification of communities and population nodes based on Census data.
- Interviews, meeting and surveys with communities, commerce and civic entities in the municipality.
- Identification of areas for the development of complete roads and bike lanes.
- Development of a phase plan for implementation.
- Recommendations on rolling stock per route served and population.
- Options for implementation and costs.
- Yearly operational and maintenance cost for the system as per phases.
- Evaluation and recommendation of newer technology to be used in the system and stops. (IE. Phone apps, digital stop signs, etc.)
- Other requirements.

END PRODUCTS:

A full and comprehensive transit plan for the Municipality.

SCHEDULE:

Start Date: October 2023; End Date: October 2024

COORDINATED BY:

Municipality of San Juan

COST AND FUNDING SOURCE: \$250,000 (Federal and \$50,000 TDC) for FY 2024

Urbanized Areas Under 200,000 Population

Task 3-9

Petitioner: Municipality of Arecibo

TITLE: Comprehensive Transportation Study for the Municipality of Arecibo

PURPOSE OF THE ACTIVITY:

The Municipality of Arecibo is interested in developing a study as to implement a transit system to improve the quality of service offered to citizens and visitors making the system more efficient and accessible. We will also include the evaluation of transit infrastructure improvements and accessibility improvements for our users, these might include bicycle routes or complete street projects.

PREVIOUS WORK:

Municipal Land Use Plan

METHODOLOGY/SCOPE OF WORK:

It is recommended that the task work program include the following:

- Evaluation of existing plans and agreements related to transportation locally and statewide.
- Road infrastructure analysis.
- Demographic study
- Identification of communities and population nodes based on Census data.
- Interviews, meeting and surveys with communities, commerce and civic entities in the municipality.
- Identification of areas for the development of complete roads and bike lanes.
- Development of a phase plan for implementation.
- Recommendations on rolling stock per route served and population.
- Options for implementation and costs.
- Yearly operational and maintenance cost for the system as per phases.
- Evaluation and recommendation of newer technology to be used in the system and stops. (IE. Phone apps, digital stop signs, etc.)
- Other requirements.

END PRODUCTS: A comprehensive transportation plan.

SCHEDULE:

Start Date: October 2023; End Date: October 2024

COORDINATED BY:

Municipality of Arecibo

COST AND FUNDING SOURCE: \$100,000 (Federal and \$20,000-TDC) for FY 2024

Aguadilla Urbanized Area
Task 3-10
Petitioner: Municipality of Aguadilla

TITLE: Comprehensive Transportation Study for the Municipality of Aguadilla

PURPOSE OF THE ACTIVITY:

The municipality of Aguadilla would like to develop a public transportation system focusing on activity nodes, Universities and areas of social interest as well as tourism. Their purpose is to make the movement of residents, students, and tourists more accessible and efficient to the various areas of interest within the municipality. The study will serve as a tool for the development of the actual transportation system. The goal is to boost the access and mobility of citizens and visitors in urban and tourist areas in Aguadilla. This will result in significant improvement of quality of life and economic development for our municipality and its residents and visitors.

PREVIOUS WORK:

Municipal Land Use Plan

METHODOLOGY/SCOPE OF WORK

It is recommended that the task work program include the following:

- Evaluation of existing plans and agreements related to transportation locally and statewide.
- Road infrastructure analysis.
- Demographic study
- Identification of communities and population nodes based on Census data.
- Interviews, meeting and surveys with communities, commerce and civic entities in the municipality.
- Identification of areas for the development of complete roads and bike lanes.
- Development of a phase plan for implementation.
- Recommendations on rolling stock per route served and population.
- Options for implementation and costs.
- Yearly operational and maintenance cost for the system as per phases.
- Evaluation and recommendation of newer technology to be used in the system and stops. (IE. Phone apps, digital stop signs, etc.)
- Other requirements.

END PRODUCTS

The expected product is a comprehensive transportation study that should include:

- The strategy and implementation per phases of the public transportation system.
- Road infrastructure analysis for the development of complete roads and bike lanes.
- Development and implementation of a public outreach program to determine the needs of the community and commerce within the municipality.
- Recommendations on rolling stock, equipment, technology, and human resources for implementation.
- Development of cost estimates for short-, medium- and long-term implementation and development. Including initial investment and yearly operating costs.

SCHEDULE:

Start Date: October 2023; End Date: October 2024

COORDINATED BY: Municipality of Aguadilla

COST AND FUNDING SOURCE: \$100,000 (Federal and \$20,000-TDC) for FY 2023

Project included in the STIP 2023-2026 Amendment #1

Aguadilla Urbanized Area

Petitioner: PRHTA/DTOP/PRITA

TITLE: Study for the Planning and Design of a regional transit system for the Aguadilla UZA

PURPOSE OF THE ACTIVITY:

The Puerto Rico Integrated Transit Authority under the Puerto Rico Highway and Transportation Authority will develop study for the Planning and Design of a regional transit system for the Aguadilla UZA., which will include the Municipalities: Aguadilla, Isabela, Aguada, Moca, San Sebastian and Anasco. The purpose is to make the movement of residents and tourists more accessible and efficient to the various areas of interest within the region. The study will serve as a tool for the development of the actual transportation system. The goal is to boost the access and mobility of citizens and visitors in urban and rural areas of the region. This will result in significant improvement of quality of life and economic development for the region and its residents and visitors.

PREVIOUS WORK:

Municipal Land Use Plans

METHODOLOGY/SCOPE OF WORK

It is recommended that the task work program include the following:

- Evaluation of existing plans and agreements related to transportation locally and statewide.
- Road infrastructure analysis.
- Demographic study
- Identification of communities and population nodes based on Census data.
- Interviews, meeting and surveys with communities, commerce and civic entities in the Municipalities
- Identification of areas for the development of complete roads and bike lanes.
- Development of a phase plan for implementation.
- Recommendations on rolling stock per route served and population.
- Options for implementation and costs.
- Yearly operational and maintenance cost for the system as per phases.
- Evaluation and recommendation of newer technology to be used in the system and stops. (IE. Phone apps, digital stop signs, etc.)
- Other requirements.

END PRODUCTS

The expected product is a comprehensive transportation study that should include:

- The strategy and implementation per phases of the public transportation system.
- Road infrastructure analysis for the development of complete roads and bike lanes.
- Development and implementation of a public outreach program to determine the needs of the community and commerce within the municipality.
- Recommendations on rolling stock, equipment, technology, and human resources for implementation.
- Development of cost estimates for short-, medium- and long-term implementation and development. Including initial investment and yearly operating costs.

SCHEDULE:

Start Date: October 2023; End Date: October 2024

COORDINATED BY:PRHTA/PRITA

COST AND FUNDING SOURCE: SECTION 5307 \$700,000 (Federal and \$20,000-TDC) for FY 2023

Project with Discretionary Funding Reconnecting Communities Pilot Program (RCP) under FHWA.

San Juan Urbanized Area

Petitioner: DTOP

TITLE: "Reconnecting Santurce" planning process to assess the physical barriers posed by the PR-26 Expressway

PURPOSE OF THE ACTIVITY:

This project will allow the PRHTA/PRDTPW to implement and develop a planning process that will assess the impact of the PR-26 Expressway as a physical barrier to its surrounding communities. The facility, which is the PR-26 which is also known as the Román Baldorioty de Castro Expressway. This primary urban road has a length of 15.1 kilometers. It is described as an eight lane expressway that runs through the municipalities of San Juan and Carolina, Puerto Rico.

PREVIOUS WORK:

Municipal Land Use Plans

Complete Streets Guidelines

METHODOLOGY/SCOPE OF WORK

It is recommended that the task work program include the following:

Community engagement activities to promote active participation in the selected study area thought all the planning process.

- Development of a plan to mitigate the physical barrier presented by the PR-26.
 - o This will include the assessment, co-design, prioritization, and design of the implementation of the preferred course of action.
- Benefit- Cost Analysis to compare expected benefits and costs of the preferred course of action.
- Environmental review to comply with the National Environmental Protection Act (NEPA)
- Preliminary engineering tasks for the feasibility of the prioritized course of action

END PRODUCTS

- The planning process proposed in this grant application that will assess and co-design mitigation strategies that the PR-26 has presented to the local communities. This will be the first step for the reconnection of the Santurce neighborhood, promoting an inclusive and sustainable city through safer mobility options.

SCHEDULE:

Start Date: October 2023; End Date: October 2024

COORDINATED BY:PRHTA/DTOP

COST AND FUNDING SOURCE: [Reconnecting Communities Pilot Program \(RCP\) FHWA \\$400,000.00 \(Planning Phase\)](#)



Work element 4: Data Collection

Petitioner: PRHTA

NTD “Públicos” Data Collection for San Juan, Aguadilla and all of Puerto Rico Urbanized Areas

PURPOSE OF THE ACTIVITY

- Gather, analyze and summarize data on “público” service in Puerto Rico’s TMAs, small UZAs and Non- UZAs. The data is used to estimate performance statistics which will be submitted to the NTD Reporting System.
- To calculate/estimate “público” service performance statistics for all Puerto Rico’s UZA’s. These statistics are related to the NTD Reporting System.
- To assist the DTPW/PRHTA in the preparation of the annual report of the “público” service for the NTD.
- To use a statistically valid sampling method –in compliance with FTA C2710.1A–in the gathering and estimation of passenger activities in the “público” system for all TMAs, UZAs and Non-UZAs.
- To coordinate with the DTPW/PRHTA staff and municipal officers from all municipalities of Puerto Rico to facilitate the collection of data and information related to the project.
- To estimate "públicos" vehicles operating expenditures by cost item. Another objective is to present and estimating methodology that can be used each year in the preparation of the "públicos" system NTD Report.

PREVIOUS WORK:

NTD annual reports, June 2019-July2020

METHODOLOGY/ SCOPE OF WORK:

- Initial Project Coordination
- Review and Implementation of Methodology
- Preparation to Conduct Field Surveys
- The training program administered to the field supervisors and field surveyors
- Design of Screenline Survey
- Design of Checkride Survey
- Execution of Screenline Survey and Checkride Survey
- Calculation of Público Service Statistics
- Calculation of NTD Público Service Statistics
- Collecting and Analyzing Data on Público Terminals
- Calculation of Deadhead, Layover and Loading Factors
- Meetings, Reports and Data Delivery

END PRODUCTS:

- Progress Reports
- Monthly Reports
- Final Report

WORK SCHEDULE: This is a recurring activity.

COORDINATED BY: PRHTA: Federal Coordination Office and Strategic Planning Office

COST AND FUNDING SOURCE: \$800,000 (Federal and \$160,000-TDC) for FY 2025

Petitioner: PRHTA

NTD Safety and Security Data Collection for San Juan, Aguadilla and all of Puerto Rico Urbanized Areas

PURPOSE OF THE ACTIVITY

- To obtain a monthly report of accidents and incidents in the “público” transportation system as for San Juan Metropolitan Area, Aguadilla Metropolitan Area, all Puerto Rico’s small urbanized areas and six (6) rural municipalities required by FTA’s current regulations. This is a project managed by the PRHTA, but the Authority contracted a firm to collect the required data.
- The consultant firm will follow FTA requirements and all applicable Federal rules and regulations and will establish coordination with any third parties that gather, manage and/or control input data needed for FTA reporting purposes.
- Database system on Accidents and Incidents will be also web-enabled for remote read only access by DTPW/PRHTA officials for which technical coordination will be conducted with DTPW/PRHTA’s staff. Additionally, to assist the DTPW/PRHTA to develop and submit on time the Safety and Security Reports.

PREVIOUS WORK:

Annual NTD Report 2019-2020

METHODOLOGY/ SCOPE OF WORK:

- Initial Project Coordination
- Assessment of Project Requirements
- Methodology for Data Collection
- Development/Enhancement of Database Reporting System
- Data Collection: for major and non-major incidents on públicos in all designated areas.
- Delivery Reports

END PRODUCTS:

- Progress Report
- Monthly Reports
- Final Report: A summary of all incidents will be presented according to the Safety Monthly Summary Incident Reporting form used by the NTD.
- The S&S-50 form, S&S-40 form and required information will be utilized as guideline.
- The Safety Monthly Summary Report form will capture monthly summary information on fires and other less severe safety incidents that are not reported on the Major Incident Report. For each mode and type of service operated, one report will be completed every month. The report will be submitted in printed and digital format (PDF).

WORK SCHEDULE: This is an ongoing task.

COORDINATED BY: PRHTA: Federal Coordination & Office and Strategic Planning Office

COST AND FUNDING SOURCE: \$130,000 (Federal and \$26,000-TDC) for FY 2025

Appendix A
ONGOING PLANNING ACTIVITIES:
Activities financed with Federal planning
assistance awarded in previous fiscal years
as carryover

ONGOING PLANNING ACTIVITIES								
Petitioner	Total	80%	20%	MPO	Planning Activity	Grant	UPWP	
Cayey	\$100,000	\$80,000	\$20,000	SJUA	Study of the Public Transportation Network and Viability of an Exclusive Route for the Public Transit System in the Urban Area of Cayey	PR-80-0006- 01	2012-13	Municipality submitted petition to reopen the task.
Ponce	\$133,550	\$106,840	\$26,710	UZA	Completion of the Feasibility Study, NEPA compliance and the Preliminary Design for the SITRAS Maintenance Facility and Yard, for the Municipality of Ponce	PR-80-0006- 01		Municipality is requesting additional funding for the completion of the project
Arroyo	\$52,000	\$41,600	\$10,400	UZA	Strategic Transit Plan	PR-80-0007	2014-2015	Plan was completed
Carolina	\$80,000	\$64,000	\$16,000	SJUA	Study for Routes extension Terminal Iturregui- Plaza Escorial & Terminal Iturregui-Vistamar Marina	PR-80-0007	2013-14	New Interagency Agreement is underway
Cidra	\$48,000	\$38,400	\$9,600	SJUA	Implementation of the Transit System Plan	PR-80-0007	2013-14	Task is open.
Coamo	\$60,000	\$48,000	\$12,000	SJUA	Short Range Transit Plan for the Municipality of Coamo	PR-80-0007	2013-14	Plan was completed
Fajardo	\$50,000	\$40,000	\$10,000	SJUA	Fajardo Fixed Route Bus Expansion Study	PR-80-0007	2013-14	RFP process is underway
Florida	\$45,000	\$36,000	\$9,000	UZA	Short Range Transit Plan for the Municipality of Florida	PR-80-0007	2013-14	Plan was completed
Guayama	\$58,000	\$46,400	\$11,600	UZA	Short Range Transit Plan for the Municipality of Guayama	PR-80-0007	2013-14	RFP process is underway
Guayanilla	\$60,000	\$48,000	\$12,000	UZA	Short Range Transit Plan for the Municipality of Guayanilla	PR-80-0007	2013-14	A new interagency agreement must be developed
Lajas	\$60,000	48,000	12000	UZA	Strategic Transit Plan for the Municipality of Lajas	PR-80-0007	2013-14	Plan was completed
Luquillo	\$57,000	\$45,600	11400	UZA	Strategic Transit Plan for the Municipality of Luquillo	PR-80-0007	2013-14	Plan was completed
Patillas	\$55,000	\$44,000	\$11,000	UZA	Short Range Transit Plan for the Municipality of Patillas	PR-80-0007	2013-14	A new interagency agreement must be developed
Rincon	\$62,000	\$49,600	\$12,400	AUA	Strategic Transportation Plan	PR-80-0007	2013-14	Task is open.
Rio Grande	\$60,000	\$48,000	\$12,000	UZA	Multimodal Transportation Plan	PR-80-0007	2013-14	Task is open.
Salinas	\$60,000	\$48,000	\$12,000	UZA	Strategic Transit Plan for the Municipality of Salinas	PR-80-0007	2013-14	First invoice was submitted.
Vega Baja	\$60,000	\$48,000	\$12,000	SJUA	Strategic Transit Plan	PR-80-0007	2013-14	Plan was completed
Santa Isabel	\$50,000	\$40,000	\$10,000	Rural	Short Range Transit Plan for Santa Isabel	PR-80-0007	2013-14	Task is open.
Naguabo	\$48,000	\$38,400	\$9,600	SJUA	Implementation of the Transit System Plan for the Municipality of Naguabo	PR-80-0007	2013-14	Plan was completed

ONGOING PLANNING ACTIVITIES								
Petitioner	Total	80%	20%	MPO	Planning Activity	Grant	UPWP	
Caguas	\$375,000	\$300,000	\$75,000	SJUA	Planning and Design of Two Bikes Routes	PR-2016-004	2015	Procurement process is underway
Corozal	\$50,000	\$40,000	\$10,000	SJUA	Transportation Improvement Plan	PR-2016-004	2015	Plan was completed
Vega Alta	\$48,000	\$38,400	\$9,600	SJUA	Strategic Plan for Future Transit Services	PR-2016-004	2015	Budget Revision was performed to add funds to the task.
Aibonito	\$380,000	\$95,000	\$475,000	SJUA	Feasibility Study for a Regional Transit Service Program for the Central Mountain Region	PR-2016-004	2015	Study is underway
PRITA	\$500,000	\$125,000	\$625,000	SJUA	Regional Transit Plan	PR-2016-004	2015	
Cataño	\$40,800	\$40,800	Toll Credits	SJUA	Strategic Multimodal Transportation Plan	PR-2019-002	2018-2019	RFP process is underway
Toa Alta	\$43,040	\$43,040	Toll Credits	SJUA	Toa Alta's Transit Service Development Plan	PR-2019-002	2018-2019	Plan is being developed.
Canovanas	\$120,000	\$120,000	Toll Credits	SJUA	Evaluation of the current transit system	PR-2019-002	2018-2019	Plan is being developed.
Vega Baja	\$144,000	\$144,000	Toll Credits	SJUA	Feasibility study for the implementation of a Complete Streets Policy	PR-2019-002	2018-2019	Final document is being reviewed
Moca	\$48,000	\$48,000.00	Toll Credits	AUA	Moca Transit Feasibility Study	PR-2019-002	2018-2019	Task is open.
San Sebastian	\$21,200	\$21,200.00	Toll Credits	AUA	Feasibility study for the rehabilitation or new construction of the publicos terminal	PR-2019-002	2018-2019	Activity is closed.
Juana Diaz	\$64,000	\$64,000.00	Toll Credits	UZA	Sustainable Transportation Plan	PR-2019-002	2018-2019	Plan was completed
Vieques	\$80,000	\$80,000.00	Toll Credits	Rural	Comprehensive Transportation Study	PR-2019-002	2018-2019	RFP process is underway
Guanica	\$56,000	\$56,000.00	Toll Credits	UZA	Elaboration and implementation of a public transiy system	PR-2019-002	2018-2019	RFP process is underway
Villalba	\$80,000	\$80,000.00	Toll Credits	UZA	Comprehensive Transit Study	PR-2019-002	2018-2019	RFP process is underway
PRHTA	\$1,000,000	\$1,000,000.00	Toll Credits	islandwide	ADA Transition Plan	PR-2019-002	2018-2019	RFP process is underway
PRHTA	\$974,814	\$974,814.00	Toll Credits	islandwide	Short Range Planning Activities	PR-2019-002	2018-2019	
PRHTA	\$1,500,000	\$1,500,000.00	Toll Credits	islandwide	Transit Asset Management Plan	PR-2019-002	2018-2019	Plan was completed

ONGOING PLANNING ACTIVITIES								
Petitioner	Total	80%	20%	MPO	Planning Activity	Grant	UPWP	
Morovis	\$60,800	\$60,800.00	Toll Credits	SJUA	Congestion Study for the Municipality of Morovis	PR-2019-018-01-00	2020-2021	Plan was completed
Las Marias	\$61,280	\$61,280.00	Toll Credits	AUA	Comprehensive Transit Study for the Municipality of Las Marias	PR-2019-018-01-00	2020-2021	RFP process is underway
Yauco	\$64,000	\$64,000	Toll Credits	UZA	Evaluation of the Transit System of the Municipality of Yauco	PR-2019-018-01-00	2020-2021	Plan is being developed.
Hatillo	\$48,000	\$48,000	Toll Credits	UZA	Strategic Plan for the Transportation Program of the Municipality of Hatillo	PR-2019-018-01-00	2020-2021	Plan is being developed.
PRHTA	\$1,000,000	1,000,001	Toll Credits	islandwide	Public Transportation Agency Safety Plan (PTSAP)	PR-2019-018-01-00	2020-2021	Plan was completed
Aguas Buenas	\$55,000	\$55,000	Toll Credits	SJUA	Feasibility study for the transit system for the Municipality of Aguas Buenas	PR-2020-004-00	2020-2021	RFP process is underway
Lares	\$70,000	\$70,000	Toll Credits	AUA	Evaluation of the transportation system of the Municipality of Lares	PR-2020-004-00	2020-2021	RFP process is underway
Cabo Rojo.	\$80,000	\$80,000	Toll Credits	UZA	Comprehensive Transportation Study for the Municipality of Cabo Rojo.	PR-2020-004-00	2020-2021	Plan was completed
Canovanas	\$110,000	\$110,000	Toll Credits	SJUA	Feasibility Analysis for the Implementation of Complete Streets Policy in the Municipality of Canovanas	PR-2020-004-00	2020-2021	Plan is being developed.
Yabucoa	\$80,000	\$80,000	Toll Credits	SJUA	Planning for Pedestrian and Bicycle Plan for the Municipality of Yabucoa	PR-2020-004-00	2020-2021	RFP process is underway
ATM	\$300,000	\$300,000	Toll Credits	SJUA	Study for the establishment of transit routes for the users of the Maritime System- Island Service	PR-2020-004-00	2020-2021	Interagency Agreement underway
Toa Baja	\$130,000	\$130,000	Toll Credits	SJUA	Comprehensive Transportation Plan for the Municipality of Toa Baja	PR-2020-004-00	2020-2021	Plan is being developed.
Universidad Interamericana	\$100,000	\$100,000	Toll Credits	UZA	San German Campus Transportation Services Hub Viability and Development Study	PR-2020-004-00	2020-2021	Funding will be reassigned to Municipality of San German
Universidad Sagrado	\$100,000	\$100,000	Toll Credits	SJUA	Feasibility for a Multimodal transit System for Universidad Sagrado Corazon	PR-2020-004-00	2020-2021	Plan is being developed.
Tren Urbano	\$450,000	\$450,000	Toll Credits	SJUA	Revitalization Plan (Transit Oriented Development) for the ATI-TU rail stations	PR-2020-004-00	2020-2021	RFP process is underway
Loiza	\$81,000	\$81,000	Toll Credits	SJUA	Comprehensive Transportation Plan for the Municipality of Loiza	PR-2021-042-00	2022-2023	Plan is being developed.
Quebradillas	\$81,000	\$81,000	Toll Credits	UZA	Comprehensive Transportation Study for the Municipality of Quebradillas	PR-2021-042-00	2022-2023	Plan is being developed.
San Sebastian	\$65,000	\$65,000	Toll Credits	AUA	Evaluation of the current transit system for the Municipality of San Sebastian	PR-2021-042-00	2022-2023	RFP process is underway

ONGOING PLANNING ACTIVITIES								
Petitioner	Total	80%	20%	MPO	Planning Activity	Grant	UPWP	
Aguada	\$100,000	\$100,000	Toll Credits	AUA	Comprehensive Transportation Study for the Municipality of Aguada	PR-2022-018	2022-2023 Amendment #1	Interagency Agreement underway
Camuy	\$100,000	\$100,000	Toll Credits	AUA	Plan and Design of Complete Streets of Municipality of Camuy	PR-2022-018	2022-2023 Amendment #1	Interagency Agreement underway
Ciales	\$100,000	\$100,000	Toll Credits	SJUA	Comprehensive Transportation Study for the Municipality of Ciales	PR-2022-018	2022-2023 Amendment #1	Interagency Agreement underway
Ceiba	\$81,000	\$81,000	Toll Credits	UZA	Comprehensive Transportation Study for the Municipality of Ceiba	PR-2022-018	2022-2023 Amendment #1	Interagency Agreement underway
Las Piedras	\$81,000	\$81,000	Toll Credits	SJUA	Comprehensive Transportation Study for the Municipality of Las Piedras	PR-2022-018	2022-2023 Amendment #1	Interagency Agreement underway
Maricao	\$70,000	\$70,000	Toll Credits	Rural	Comprehensive Transportation Study for the Municipality of Maricao	PR-2022-018	2022-2023 Amendment #1	Interagency Agreement underway
Mayaguez	\$130,000	\$130,000	Toll Credits	UZA	Comprehensive Transportation Study for the Municipality of Mayaguez	PR-2022-018	2022-2023 Amendment #1	Interagency Agreement underway
Peñuelas	\$81,000	\$81,000	Toll Credits	UZA	Comprehensive Transportation Study for the Municipality of Peñuelas	PR-2022-018	2022-2023 Amendment #1	Interagency Agreement underway
Sabana Grande	\$100,000	\$100,000	Toll Credits	UZA	Development and Implementation of a Transit and Transportation Plan System for the Municipality of Sabana Grande	PR-2022-018	2022-2023 Amendment #1	Interagency Agreement underway
San Lorenzo	\$85,000	\$85,000	Toll Credits	SJUA	Plan of Complete Streets for the Municipality of San Lorenzo	PR-2022-018	2022-2023 Amendment #1	Interagency Agreement underway
Trujillo Alto	\$85,000	\$85,000	Toll Credits	SJUA	Plan of Complete Streets for the Municipality of Trujillo Alto	PR-2022-018	2022-2023 Amendment #1	Interagency Agreement underway
Universidad de Puerto Rico-Rio Piedras	\$100,000	\$100,000	Toll Credits	SJUA	Feasibility study for a transportation connectivity system in the El Cinco Sector Zone in Rio Piedras, San Juan-IIPR	PR-2022-018	2022-2023 Amendment #1	Interagency Agreement underway
Utuaado	\$100,000	\$100,000	Toll Credits	AUA	Comprehensive Transportation Study for the Municipality of Utuaado	PR-2022-018	2022-2023 Amendment #1	Interagency Agreement underway

Appendix B

State Planning and Research (SPR) Program

6. URBAN TRANSPORTATION PLANNING

a. SAN JUAN TRANSPORTATION MANAGEMENT AREA (SJ-TMA) - TASK 614

Responsible Office(s): Area of Programming and Special Studies: Strategic Planning Office

Contact: Axel Bierd Rivera, Director Int. (787) 721-8787 ext. 51666

BACKGROUND AND CONTEXT:

The Strategic Planning Office (SPO) is under the Programming and Special Studies Area, as part of the infrastructure directorate. The **SPO** conducts studies and generates multimodal transportation planning activities and products, with the support of other Offices, as discussed in the following sections.

In order to maintain transportation planning as a continuous, cooperative, and comprehensive valid and relevant process in the Metropolitan Areas of Puerto Rico, the Strategic Planning Office manages, coordinates and elaborates required or special transportation studies for urbanized areas, develops multimodal regional, statewide and special plans; and conducts several transportations related technical and citizen's participation activities. In addition, it evaluates public and private projects and plans and, through the site-permitting process, helps protect installed capacity and ROW needed for planned improvements. The SPO also advises the Secretary, the PRHTA Executive Director and other officials on diverse policy and planning issues and generates and distributes planning information.

Following applicable public policies and federal and state regulations, these transportation planning activities emphasize on early consideration of environmental issues, stakeholders' involvement, public participation per the Fixing America's Surface Transportation Act (FAST-Act) of December, 2015 and most recent approved regulation (23 CFR Parts 450 and 771, and 49 CFR Part 613 of May, 2016).

There are eleven (11) Urbanized Areas for Puerto Rico, according to 2010 Census. The configuration of the San Juan and Aguadilla UZAs prevail as over 200,000 inhabitants' category, and are therefore considered "Transportation Management Areas" or **TMA**s until further noticed by federal regulations. Puerto Rico does not foresee significant changes in this regard.

Figure 1 shows the Transportation Planning Regions (TPRs) comprised by San Juan and Aguadilla TMA's, and remaining UZA regions. These TPRs in most cases define geographical areas that may include more than one urbanized areas as per Census definition, including non-urbanized municipalities, so that they conform to more logical planning units as established in 23CFR Part 450.

Figure 1. Transportation Planning Regions (TPRs)

- **San Juan TMA**
 - San Juan
- **Aguadilla TMA**
 - Aguadilla--Isabela--San Sebastián
- **North Region, UZA**
 - Arecibo
 - Florida, Barceloneta
- **South Region, UZA**
 - Ponce
 - Juana Díaz
 - Yauco
- **Southeast Region, UZA**
 - Guayama
- **East Region, UZA**
 - Fajardo
- **Southwest, UZA**
 - San Germán--Cabo Rojo--Sabana Grande
 - Mayaguez



OBJECTIVE

The main objective is to strengthen the capacities of the SPO, the Agency, and the MPO developing studies addressed to update transportation plans, and which can also enhance the operation of the facilities in the transportation system, both roads as public transport and non-motorized modes that pursue a context of livable and sustainable cities and places to ensure and improve mobility and access to the population through participatory processes.

In general, this TASK aims toward ensuring that: (1) transportation plans remain responsive to land use plans, policies and strategies, and the protection of the natural environment and historic heritage; (2) the transportation plan remains continuously consistent with current socio-economic growth and traveling patterns, and changes occurring in the study area; (3) priority allocation of existing and future funds remains consistent with socio-economic needs and development policies; (4) traffic trends information is available for further studies and design purposes; (5) the adopted Plan will contribute to the quality life improvement, and finally; (6) provisions are taken for the recommended implementation of a Congestion Management Process (CMP), as well as measures pertaining to Transportation System Management (TSM), Incident Management (IM) and Demand Management Measures (DMM). All of this is to be advanced while ensuring consistency with the transportation plans of adjacent metropolitan areas, and provisions of the Islandwide Plan.

The following are specific objectives addressing these issues for this fiscal year:

- Complete metropolitan transportation plans (San Juan and Aguadilla) in the long term as provided in federal regulation (23 CFR Part 450, and 49 CFR part 613 of May, 2016).
- Continue with the process of public involvement through stakeholder’s committees and workshops for the development of the 2050 LRTP.
- Establish a database management system for congestion management reporting and transportation plans update process.
- Improve in-house research capacity through Cube transportation model software by attending software training and developing research agenda according to LRTP goals and objectives.

ACCOMPLISHMENTS DURING 2021-2022

During fiscal year 2021-2022 the notice to proceed was given, and currently the team is outgoing task 1, task 2, task 3, task 4 and task 5 of the supporting contract for the development of the 2050 LRTP.

PROPOSED WORK FOR 2022-2023

Continue developing the 2050 LRTP document. The funding for this project will come from FTA.

Programmed Amount for FY 2021-2022	\$ 15,000.00
Expended Amount as of July 2022	\$ 13,500.00
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Estimated Cost for 2022-2023	\$ 250.00
Carry Forward SPR-59	\$
Task 614 Total for 2022-2023	\$ 250.00

b. AGUADILLA TRANSPORTATION MANAGEMENT AREA (A-TMA) - TASK 615

Responsible Office(s): Area of Programming and Special Studies: Strategic Planning Office

Contact: Axel Bierd Rivera, INT. Director (787) 721-8787 ext. 51666

BACKGROUND AND CONTEXT:

The Strategic Planning Office (SPO) is under the Programming and Special Studies Area, as part of the infrastructure directorate. The **SPO** conducts studies and generates multimodal transportation planning activities and products, with the support of other Offices, as discussed in the following sections.

In order to maintain transportation planning as a continuous, cooperative, and comprehensive valid and relevant process in the Metropolitan Areas of Puerto Rico, the Strategic Planning Office manages, coordinates and elaborates required or special transportation studies for urbanized areas, develops multimodal regional, statewide and special plans; and conducts several transportations related technical and citizen's participation activities. In addition, it evaluates public and private projects and plans and, through the site-permitting process, helps protect installed capacity and ROW needed for planned improvements. The SPO also advises the Secretary, the PRHTA Executive Director and other officials on diverse policy and planning issues, and generates and distributes planning information.

Following applicable public policies and federal and state regulations, all of these transportation planning activities emphasize on early consideration of environmental issues, stakeholders' involvement, public participation according to the Fixing America's Surface Transportation Act (FAST-Act) of December, 2015 and most recent approved regulation (23 CFR Parts 450 and 771, and 49 CFR Part 613 of May, 2016).

There are eleven (11) Urbanized Areas for Puerto Rico, according to 2010 Census. The configuration of the San Juan and Aguadilla UZAs prevail as over 200,000 inhabitants' category, and are therefore considered "Transportation Management Areas" or **TMA**s until further noticed by federal regulations. Puerto Rico does not foresee significant changes in this regard.

Figure 1 shows the Transportation Planning Regions (TPRs) comprised by San Juan and Aguadilla TMA's, and remaining UZA regions. These TPRs in most cases define geographical areas that may include more than one urbanized areas as per Census definition, including non-urbanized municipalities, so that they conform to more logical planning units as established in 23CFR Part 450.

Figure1. Transportation Planning Regions (TPRs)

- **San Juan TMA**
 - San Juan
- **Aguadilla TMA**
 - Aguadilla--Isabela--San Sebastián
- **North Region, UZA**
 - Arecibo
 - Florida, Barceloneta
- **South Region, UZA**
 - Ponce
 - Juana Díaz
 - Yauco
- **Southeast Region, UZA**
 - Guayama
- **East Region, UZA**
 - Fajardo
- **Southwest, UZA**
 - San Germán--Cabo Rojo--Sabana Grande
 - Mayaguez



OBJECTIVE

The main objective is to strengthen the capacities of the SPO, the Agency, and the MPO developing studies addressed to update transportation plans, and which can also enhance the operation of the facilities in the transportation system, both roads as public transport and non-motorized modes that pursue a context of livable and sustainable cities and places to ensure and improve mobility and access to the population through participatory processes.

In general, this TASK aims toward ensuring that: (1) transportation plans remain responsive to land use plans, policies and strategies, and the protection of the natural environment and historic heritage; (2) the transportation plan remains continuously consistent with current socio-economic growth and traveling patterns, and changes occurring in the study area; (3) priority allocation of existing and future funds remains consistent with socio-economic needs and development policies; (4) traffic trends information is available for further studies and design purposes; (5) the adopted Plan will contribute to the quality life improvement, and finally; (6) provisions are taken for the recommended implementation of a Congestion Management Process (CMP), as well as measures pertaining to Transportation System Management (TSM), Incident Management (IM) and Demand Management Measures (DMM). All of this is to be advanced while ensuring consistency with the transportation plans of adjacent metropolitan areas, and provisions of the Island wide Plan.

The following are specific objectives addressing these issues for this fiscal year:

- Complete metropolitan transportation plans (San Juan and Aguadilla) in the long term as provided in federal regulation (23 CFR Part 450, and 49 CFR part 613 of May 2016).
- Continue with the process of public involvement through stakeholder’s committees and workshops for the development of the 2050 LRTP.
- Establish a database management system for congestion management reporting and transportation plans update process.
- Improve in-house research capacity through Cube transportation model software by attending software training and developing research agenda according to LRTP goals and objectives.

ACCOMPLISHMENTS DURING 2021-2022

During fiscal year 2021-2022 the notice to proceed was given, and currently the team is outgoing task1, task 2, task 3, task 4 and task 5 of the supporting contract for the development of the 2050 LRTP.

PROPOSED WORK FOR 2022-2023

Develop the 2050 LRTP document. The funding for this project will come from FTA.

Programmed Amount for FY 2021-2022	\$ 15,000.00
Expended Amount as of July 2022	\$ 15,000.00
Estimated Cost for 2021-2022	\$ 250.00
Carry Forward SPR-59	\$
Task 615 Total for 2022-2023	\$ 250.00

b. REGIONAL TRANSPORTATION PLANNING FOR URBANIZED AND RURAL AREAS (RURAL AND UZAS LESS THAN 200,000 INHABITANTS) – (TASK 622)

Responsible Office(s): Area of Programming and Special Studies: Strategic Planning Office

Contact: Axel Bierd Rivera, INT. Director (787) 721-8787 ext. 51666

BACKGROUND AND CONTEXT:

The Strategic Planning Office (SPO) is under the Programming and Special Studies Area, as part of the infrastructure directorate. The **SPO** conducts studies and generates multimodal transportation planning activities and products, with the support of other Offices, as discussed in the following sections.

In order to maintain regional transportation planning as a continuous, cooperative, and comprehensive valid and relevant process in the rural and urbanized areas of Puerto Rico, the Strategic Planning Office manages, coordinates and elaborates required or special transportation studies for urbanized areas, develops multimodal regional, statewide and special plans; and conducts several transportation related technical and citizen's participation activities. In addition, it evaluates public and private projects and plans and, through the site-permitting process, helps protect installed capacity and ROW needed for planned improvements. The SPO also advises the Secretary, the PRHTA Executive Director and other officials on diverse policy and planning issues and generates and distributes planning information.

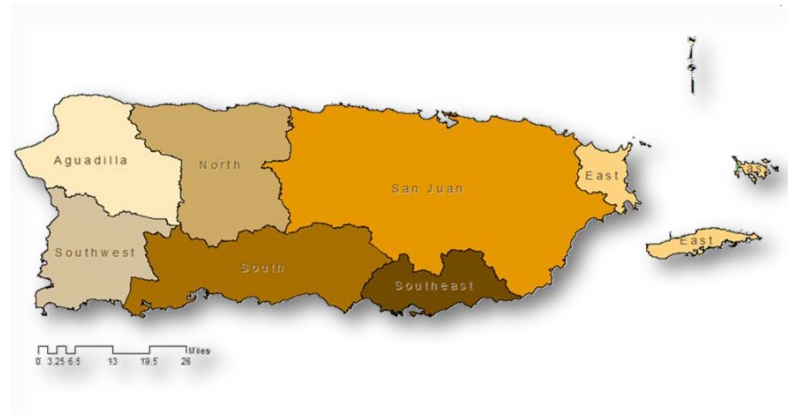
Following applicable public policies and federal and state regulations, all of these transportation planning activities emphasize on early consideration of environmental issues, stakeholders' involvement, public participation according to the Fixing America's Surface Transportation Act (FAST-Act) of December 2015 and most recent approved regulation (23 CFR Parts 450 and 771, and 49 CFR Part 613 of May, 2016).

There are eleven (11) Urbanized Areas for Puerto Rico, according to 2010 Census. The configuration of the San Juan and Aguadilla UZAs prevail as over 200,000 inhabitants' category and are therefore considered "Transportation Management Areas" or **TMA**s until further noticed by federal regulations. Puerto Rico does not foresee significant changes in this regard.

Figure 1 shows the Transportation Planning Regions (TPRs) comprised by San Juan and Aguadilla TMA's, and remaining UZA regions. These TPRs in most cases define geographical areas that may include more than one urbanized areas as per Census definition, including non-urbanized municipalities, so that they conform to more logical planning units as established in 23CFR Part 450.

Figure 1. Transportation Planning Regions (TPRs)

- **San Juan TMA**
 - San Juan
- **Aguadilla TMA**
 - Aguadilla--Isabela--San Sebastián
- **North Region, UZA**
 - Arecibo
 - Florida, Barceloneta
- **South Region, UZA**
 - Ponce
 - Juana Díaz
 - Yauco
- **Southeast Region, UZA**
 - Guayama
- **East Region, UZA**
 - Fajardo
- **Southwest, UZA**
 - San Germán--Cabo Rojo--Sabana Grande
 - Mayaguez



OBJECTIVE

The main objective is to strengthen the capacities of the SPO, the Agency, and the MPO developing studies addressed to update transportation plans, and which can also enhance the operation of the facilities in the transportation system, both roads as public transport and non-motorized modes that pursue a context of livable and sustainable cities and places to ensure and improve mobility and access to the population through participatory processes.

In general, this Task aims toward ensuring that: (1) transportation plans remain responsive to land use plans, policies and strategies, and the protection of the natural environment and historic heritage; (2) the transportation plan remains continuously consistent with current socio-economic growth and traveling patterns, and changes occurring in the study area; (3) priority allocation of existing and future funds remains consistent with socio-economic needs and development policies; (4) traffic trends information is available for further studies and design purposes; (5) the adopted Plan will contribute to the quality life improvement, and finally; (6) provisions are taken for the recommended implementation of a Congestion Management Process (CMP), as well as measures pertaining to Transportation System Management (TSM), Incident Management (IM) and Demand Management Measures (DMM). All of this is to be advanced while ensuring consistency with the transportation plans of adjacent metropolitan areas, and provisions of the Islandwide Plan.

The following are specific objectives addressing these issues for this fiscal year:

- Complete metropolitan transportation plans (San Juan and Aguadilla) in the long term as provided in federal regulation (23 CFR Part 450, and 49 CFR part 613 of May 2016).
- Continue with the process of public involvement through stakeholder’s committees and workshops for the development of the 2045 LRTP.
- To establish a database management system for congestion management reporting and transportation plans update process.
- Improve in-house research capacity through Cube transportation model software by attending software training and developing research agenda according to LRTP goals and objectives.

ACCOMPLISHMENTS DURING 2021-2022

During fiscal year 2021-2022 the notice to proceed was given, and currently the team is outgoing task 1, task 2, task 3, task 4 and task 5 of the supporting contract for the development of the 2050 LRTP.

PROPOSED WORK FOR 2022-2023

Continue developing the 2050 LRTP document. The funding for this project will come from FTA.

Programmed Amount for FY 2021-2022	\$ 15,000.00
Expended Amount as of July 2022	\$ 15,000.00
Estimated Cost for 2022-2023	\$ 250.00
Carry Forward SPR-59	\$
Task 622 Total for 2022-2023	\$ 250.00

7. Statewide Transportation Planning -

a. Statewide Transportation Planning Process - Task 814

RESPONSIBLE OFFICES: AREA OF PROGRAMMING AND SPECIAL STUDIES:
STRATEGIC PLANNING OFFICE

Contact: Axel B. Bierd Rivera, Director (787) 721-8787 ext. 51666

BACKGROUND AND CONTEXT:

The Strategic Planning Office (SPO) is under the Programming and Special Studies Area, as part of the infrastructure directorate. The *SPO* conducts studies and generates multimodal transportation planning activities and products, with the support of other Offices, as discussed in the following sections.

In order to maintain the statewide transportation planning process as a continuous, cooperative, and comprehensive valid and relevant process, the Strategic Planning Office manages, coordinates and elaborates required or special transportation studies for urbanized areas, develops multimodal regional, statewide and special plans; and conducts several transportation related technical and citizen's participation activities. In addition, it evaluates public and private projects and plans and, through the site-permitting process, helps protect installed capacity and ROW needed for planned improvements. The SPO also advises the Secretary, the PRHTA Executive Director and other officials on diverse policy and planning issues, and generates and distributes planning information.

Following applicable public policies and federal and state regulations, all of these transportation planning activities emphasize on early consideration of environmental issues, stakeholders' involvement, public participation according to the Fixing America's Surface Transportation Act (FAST-Act) of December, 2015 and most recent approved regulation (23 CFR Parts 450 and 771, and 49 CFR Part 613 of May, 2016).

There are eleven (11) Urbanized Areas for Puerto Rico, according to 2010 Census. The configuration of the San Juan and Aguadilla UZAs prevail as over 200,000 inhabitants' category, and are therefore considered "Transportation Management Areas" or **TMA**s until further noticed by federal regulations. Puerto Rico does not foresee significant changes in this regard.

Figure 1 shows the Transportation Planning Regions (TPRs) comprised by San Juan and Aguadilla TMA's, and remaining UZA regions. These TPRs in most cases define geographical areas that may include more than one urbanized areas as per Census definition, including non-urbanized municipalities, so that they conform to more logical planning units as established in 23CFR Part 450.

Figure1. Transportation Planning Regions (TPRs)

- **San Juan TMA**
 - San Juan
- **Aguadilla TMA**
 - Aguadilla--Isabela--San Sebastián
- **North Region, UZA**
 - Arecibo
 - Florida, Barceloneta
- **South Region, UZA**
 - Ponce
 - Juana Díaz
 - Yauco
- **Southeast Region, UZA**
 - Guayama
- **East Region, UZA**
 - Fajardo
- **Southwest, UZA**
 - San Germán--Cabo Rojo--Sabana Grande
 - Mayaguez



OBJECTIVE

The main objective is to strengthen the capacities of the SPO, the Agency, and the MPO developing studies addressed to update transportation plans, and which can also enhance the operation of the facilities in the transportation system, both roads as public transport and non- motorized modes that pursue a context of livable and sustainable cities and places to ensure and improve mobility and access to the population through participatory processes.

In general, this Task aims toward ensuring that: (1) transportation plans remain responsive to land use plans, policies and strategies, and the protection of the natural environment and historic heritage; (2) the transportation plan remains continuously consistent with current socio-economic growth and traveling patterns, and changes occurring in the study area; (3) priority allocation of existing and future funds remains consistent with socio-economic needs and development policies; (4) traffic trends information is available for further studies and design purposes; (5) the adopted Plan will contribute to the quality life improvement, and finally; (6) provisions are taken for the recommended implementation of a Congestion Management Process (CMP), as well as measures pertaining to Transportation System Management (TSM), Incident Management (IM) and Demand Management Measures (DMM). All of this is to be advanced while ensuring consistency with the transportation plans of adjacent metropolitan areas, and provisions of the Islandwide Plan.

The following are specific objectives addressing these issues for this fiscal year:

- Complete Statewide transportation plan in the long term as provided in federal regulation (23 CFR Part 450, and 49 CFR part 613 of May 2016).
- Continue with the process of public involvement through stakeholder’s committees and workshops for the development of the 2050 LRTP.
- To establish a database management system for congestion management reporting and transportation plans update process
- Improve in-house research capacity through Cube transportation model software by attending software training and developing research agenda according to LRTP goals and objectives.

ACCOMPLISHMENTS DURING 2021-2022

During fiscal year 2021-2022 the notice to proceed was given, and currently the team is outgoing task 1, task 2, task 3, task 4 and task 5 of the supporting contract for the development of the 2050 LRTP.

PROPOSED WORK FOR 2021-2022

Continue developing the 2050 LRTP document. The funding for this project will come from FTA.

Programmed Amount for FY 2021-2022	\$31,250.00
Expended Amount as of July 2022	\$
Estimated Cost for 2022-2023	\$0.00
Carry Forward SPR-59	\$0.00
Task 814 Total for 2022-2023	\$0.00

b. STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (808)

Responsible Office(s): Area of Programming and Special Studies: StrategicPlanning Office

Contact: Axel B. Bierd Rivera, Director (787) 721-8787 ext. 3604

OBJECTIVE

To coordinate the Planning of all modes of transportation, the coordination between state agencies, the regional Metropolitan Planning Organization (MPO) and the local governments or municipalities keeping a proactive public involvement. The multimodal planning process will be in accordance with the 23 U.S.C. 135 Guidance.

To include projects from the Urbanized, small urban less than 50,000 and rural areas that are consistent with the Transportation Improvement Program (TIP) and Long-Range Transportation Plans approved by the MPO. A program, which represents a consensus of statewide priorities, balanced in resources and needs will be provided. Evaluate all petitions of projects complying with federal regulations.

ACCOMPLISHMENTS DURING 2021-2022

Several reports with federal funds information were prepared as requested by other agencies and offices. Coordination with the Federal Coordination Office for the MPO's and Public Participation meetings as a member of the Technical Committee was performed.

During this fiscal year, the STIP 2019-2022 Amendment number 3 was approved on August 24, 2022.

The TMA Certification Review was conducted in December 2022. The findings are currently being worked on and will be implemented in the LRTP and STIP.

PROPOSED WORK FOR 2022-2023

We will continue to work with the implementation of all corrective actions. We will continue our coordination with the Federal Coordination Office for the MPO's and Public Participation meetings. All documents shall be submitted to FTA and FHWA for authorization.

Key Activities	Key Milestones	End Product	Estimated Completion Date
Continuous Improvements to the Puerto Rico's Statewide transportation planning process	Timely Submittal of key documents Improve Public Participation	Improved Planning Process	On - going
Develop S/TIPs	Update S/TIPs	Approved S/TIPs	Feb. '21 & when needed
Compile and submit Quarterly Progress Report	Quarterly Report	Quarterly Report	January 2023 April 2023 July 2023 October 2023

Programmed Amount for FY 2021-2022	\$ 20,000.00
Expended Amount as of July 2022	\$ 0.00
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Estimated Cost for 2022-2023	\$ 0.00
Carry Forward SPR-59	\$ 0.00
Task 808 Total for 2022-2023	\$ 0.00