



Unified Planning Work Program 2015-2016

Puerto Rico Metropolitan Planning
Organization (MPO)

for San Juan, Aguadilla, and Urbanized
Areas Under 200,000



Approved on
9/17/2015

Puerto Rico Unified Planning Work Program 2015-2016

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Executive Summary

This Puerto Rico Unified Planning Work Program (UPWP) for FY 2015-2016 presents all planning activities to be carried out 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. 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-Data Collection, which has been usually used for the fulfillment of the NTD requirement; 3- Special Project Planning (transportation planning studies, non-recurring activities); 4-Long Range Transportation Plan.

This year a new work element called Planning Emphasis Area (PEA) was included in the UPWP as requested in the joint letter of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The Federal agencies are encouraging MPOs and State DOTs to give priority to the following planning emphasis areas: MAP-21 Implementation of the Performance Measures, Regional Models of Cooperation, and Ladder of Opportunities. The PRMPO Technical Committee, PRHTA, and the municipalities of Aibonito, Barranquitas, Comerío and Orocovis (all from the San Juan UZA), identify the opportunity of working together in the planning phase for the creation of a regional transportation program using the Regional Model of Cooperation. Another planning task that will support the Regional Model of Cooperation initiative is the developments of Regional Transit Plans, which will be develop in collaboration with Puerto Rico Integrated Transportation Authority (PRITA). This task is supported by PRHTA, as it will use part of the Toll Credits to provide the local match funds for the planning activity. The PRHTA has previously requested to flex the use of the Toll Credits for transit projects, since these credits are meant for highway projects. However, with the approval of the federal agencies, the PRHTA will use an amount of toll credits as local match funds for the acquisition of transit vehicles, and has positively considered to extended the use of the toll credits to the Regional Models of Cooperation, based on its consistency with federal and Puerto Rico Department of Transportation and Public Work (DTPW) policies.

The last approved document was the 2013-2014 PRUPWP, which presented the programming of planning activities requested at the beginning of 2013. Those planning activities were funded with the 2013 FY assignment and executed in the PR-80-0007 Grant.

In 2014, the PRHTA did not make a call for project or request for funds. Consequently the 2014-2015 UPWP was not developed. The 2014 fiscal year assignment of the Metropolitan, Non-Metropolitan and Statewide Planning Program (MPP) was not programmed. Thus, this UPWP presents the program for planning activities for the next two years with the assignment of FY 2014 and the partial assignment of the FY 2015 MPP funds.

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Introduction: UPWP 2015-2016

The Federal Transit Administration (FTA) C 8100.1C 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 8100.1C).

According to FTA C 8100.1C a UPWP is focused on a single metropolitan area and is develop 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 the planning period of 2015 through 2016. 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 five work elements:

Table 1. Index of Work Elements

1. Program Administration and Planning Support Activities	<p>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 SJUZA, AUZA, and UZAs, and public involvement activities.</p> <p>This is a recurring planning activity.</p>
2. Planning Emphasis Areas (PEA)	<p>This year the federal agencies requested to include in the UPWP work tasks directed to support the PEA. The PRMPO included the support of this policy by promoting the Regional Models of Cooperation and Ladders of Opportunities through the development of a multijurisdictional partnership between four municipalities, the PRHTA and PRMPO for the elaboration of a integrated study that will analyzed the feasibility of creating a Transportation Program Consortium for the Central Mountain Region</p>
3. Puerto Rico 2040 Long Range Administration	<p>Maintain a multimodal LRTP, financially feasible, consistent with the goals and keep track of the establish performance measures.</p>
4. Special Project Planning	<p>New transportation system planning studies. Non-recurring planning studies.</p>

- 5. 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).

Tasks in this UPWP are generally funded with Federal Transit Administration Funds, particularly from Section 5303 and 5304.

**Table 2. Work Elements and the Distribution of the 2013 Fiscal Year Funds
SECTION 5303/5304**

Work Element	Federal Match (80%)	Local Match (20%)	Total
Work Element 1: Administration	\$555,776	\$138,944	\$694,720
Work Element 2: Planning Emphasis Areas	\$380,000	\$95,000	\$475,000
Work Element 3: Long Range Transportation Plan	\$1,000,000	\$250,000	\$1,250,000
Work Element 4: Special Project Planning	\$1,106,400	\$276,600	\$1,383,000
Work Element 5: Data Collection	\$755,409	\$188,852	\$944,261
TOTAL	\$3,797,585	\$949,396*	\$4,746,981

Table 3. The 2014 & 2015 FTA Apportionment

	FY 2014	FY 2015*	80% (FY14+FY15)	Total (FTA share +local)
Section 5303	\$1,576,679	\$1,568,409	\$3,145,088	\$3,931,360
Section 5304	\$331,780	\$320,717	\$652,497	\$815,621
Total	\$1,908,459	\$1,889,126	\$3,797,585	\$4,746,981

*Full apportionment

Table 4. Funding Summary Table for this UPWP 2014-2016 Special Planning Studies

Petitioner	Total	80%	20%	Grantee Status	MPO	Description
Barceloneta	\$60,000	\$48,000	\$12,000	Yes	UZA	Comprehensive & Feasibility Study
Bayamón	\$225,000	\$180,000	\$45,000	Yes	SJ	Strategic Multimodal Transportation Plan
Caguas	\$375,000	\$300,000	\$75,000	Yes	SJ	Planning and Design of Two Bikes Routes
Corozal	\$50,000	\$40,000	\$10,000	No	SJ	Transportation Improvement Plan
Vega Alta	\$48,000	\$38,400	\$9,600	Yes	SJ	Strategic Plan for Future Transit Services
PRHTA/PRITA	\$625,000	\$500,000	\$125,000	No	SJ/ UZA	Regional Transit Plan
TOTAL	\$1,383,000	\$1,106,400	\$276,600			

Table 5. Summary Table of Tasks and Funding in the UPWP Document

Task #	Recipient/Sub-recipient	80%	20%	Total
15-01	Barceloneta	\$48,000	\$12,000	\$60,000
15-02	Bayamón	\$180,000	\$45,000	\$225,000
15-03	Caguas	\$300,000	\$75,000	\$375,000
15-04	Corozal	\$40,000	\$10,000	\$50,000
15-05	Vega Alta	\$38,400	\$9,600	\$48,000
15-06	PRHTA	\$500,000.0	\$125,000**	\$625,000
15-07	PEA: Regional Model of Cooperation	\$380,000.0	\$95,000**	\$475,000
24-02 (a)	NTD "Público" Safety & Security Data Collection	\$188,852	\$47,213	\$236,065
24-02	NTD "Públicos" Data Collection for All Urbanized Areas and Islandwide	\$566,557	\$141,639	\$708,199
28-06	2040 LRTP	\$1,000,000.0	\$250,000	\$1,250,000
2000	Program Administration and Planning Support Activities: UPWP Development & Grant Support, TIP Development & Maintenance, Public Involvement Program	\$555,776	\$138,944	\$694,720
	TOTAL	\$3,797,585	\$949,396	\$4,746,981

**The match will be provided with Toll Credits

UPWP Development Process

The Federal Coordination Office (FCO) of the Puerto Rico Highway and Transportation Authority (PRHTA), as part of the operational staff of the MPO, is responsible for the preparation of the UPWP, which is based on petitions for funds submitted by Commonwealth 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 MPO 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 match funds.

Before final approval by the MPO, 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. In addition, a letter is sent to the MPO members informing of the date of the MPO 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 MPO Policy 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: Planning 3-c's

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 sufficient 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 8100.1C).

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 are 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 has to 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 discuss 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.

Moving Ahead for Progress in the Twenty First Century (MAP-21) & the PEAs

The current Transportation Law, MAP-21 which reauthorizes the Surface Transportation Program, requires MPOs that serve TMAs to :

- 1) Have transit agency officials in their governing structures and
- 2) MPOs are required to establish performance targets that address national performance measures issued by the U.S. DOT and are based on goals outlined in law-safety, infrastructure condition, congestion reduction, system reliability, economic vitality, environmental sustainability, reduced project delivery delays, transit safety, and transit asset management.

In that addition, the more recent proposed rulemaking regarding metropolitan planning requirements, places especial attention to three Planning Emphasize Areas that has to be included in the UPWP and SPR work programs. These PEA are:

- 1-MAP-21 Implementation Performance Based Planning- as mention above, the MPOs and States has to establish and use a performance based approach to transportation decision making, therefore a selection of the performance targets needs to be develop.
- 2-Regional Cooperation- the purpose is to improve the coordination and cooperation through a multi- jurisdictional planning concept. MPOs are encourage to create cross boundaries partnerships, share data and resources, create alliances, round table forums, promote regional alternatives solutions to transportation problems.
- 3-Ladders of Opportunity- enhance opportunities for all Americans by investing in transportation projects as to better connect communities to employment, educational, health and commercial centers, as well as stimulate long-term job growth.

This UPWP includes as part of its work program elements the PEA, through the support of the a Regional Cooperation that promotes cross boundary partnership, multi-jurisdictional planning and sharing data between different members of the MPO.

PUERTO RICO MPO: OPERATION AND MANAGEMENT

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 Highway Authority (latter on Highway 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.

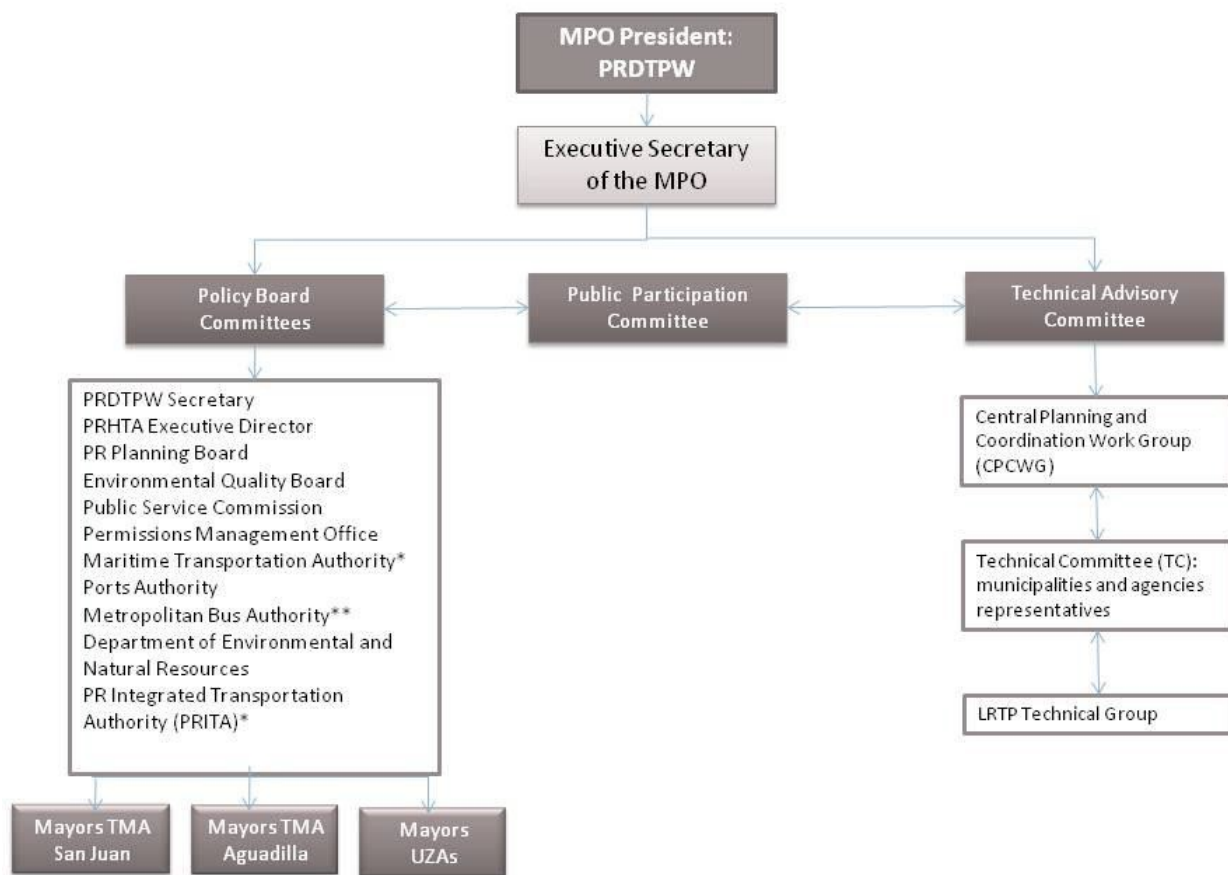
The authorities attached to the DTPW operate as public corporations, which provide them with fiscal autonomy and administrative flexibility. Their functions are formulated under policies adopted by the Secretary of DTPW.

On March 6, 1991, the Governor signed Law Number 1, which changed the name of the Highway Authority to the Puerto Rico Highway and Transportation Authority (HTA) and widened its responsibilities to include planning, promotion, and development of the transit system. Within the San Juan Urbanized Area (SJUA), the HTA 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.

Figure 1: Structure and composition of the MPO



Note: *Does not apply to the Aguadilla Urbanized Area
 ** Only applies to San Juan Urbanized Area

Meanwhile, Puerto Rico MPO's is organized in **three Policy 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 Committees are: the committee for the San Juan Urbanized Areas (SJUA), the committee for the Aguadilla Urbanized Areas (AUZA), and the committee for the Urbanized Areas Under 200,000 Population (UZA's).

The 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		

*According to 2010 Census, the Coamo municipality conforms one of the Non-urbanized areas.

The committee for the Aguadilla Urbanized Area of (AUZA), 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	

The committee for Urbanized Areas Under 200,000 Population (UZA), which integrates twenty eight (28) 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
➤ Florida-Imbéry- Barceloneta	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	Guánica, Guayanilla, Peñuelas, and Yauco

*Arecibo is included in two Urbanized Areas: in Arecibo Urbanized Area and in Florida-Imbéry- Barceloneta Urbanized Area.

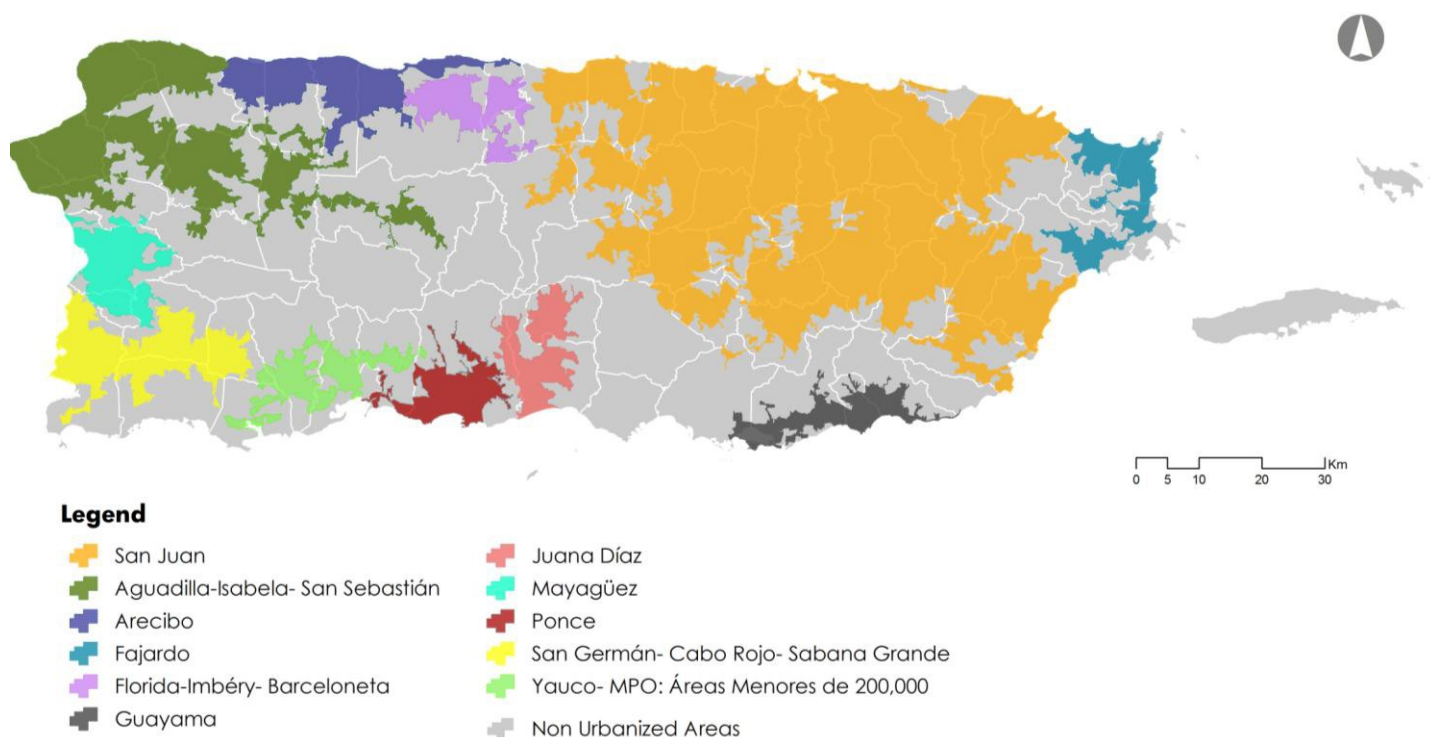
The Policy Committees are the cooperative decision-making among local officials (Mayors), state agencies related to transportation, and representatives of various Federal agencies and the public. Members include the following voting and non-voting representatives:

Voting

1. Secretary of Department of Transportation and Public Works
2. Executive Director of the Puerto Rico Highway and Transportation Authority (PRHTA)
3. Executive Director of Ports Authority (PA)
4. President and General Manager of the Metropolitan Bus Authority (MBA)¹
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. The 72 mayors of the municipalities included in the urbanized areas (SJUA – 38; AUA – 11; UZA – 23)

Non-voting

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



SEPTEMBER, 2013

¹ Member of SJUA Committee Only

Role of the MPO members

The Policy Committees of the MPO serve as the formal meeting grounds for the top policy makers in the field of transportation in the Commonwealth and the municipal governments. As members of these committees, the mayors and the heads of agencies participate in providing the guidance and policy directions that will insure that the transportation and land use planning process is undertaken in a cooperative, comprehensive, and continuous manner with due consideration to both local and Islandwide factors.

The primary responsibilities of the Policy Committees are to approve the transportation plans; establish policies to guide all the phases of the transportation planning process; be aware of the compatibility and consistency of the transportation plans with the State Air Quality Implementation Plan; and approve the TIP and the UPWP for their respective urbanized areas. The Committees also consider and approve the functional classification of all highway facilities in their areas.

The Technical Committees composed of technical representatives from each of the agencies and municipalities in the Public Policy Committee, who serve as liaisons between the Public Policy Committee members and the working group responsible for carrying out planning studies. They discuss, evaluate and approve the technical aspects of studies and the methods and procedures to utilize in the planning process. In addition, they maintain communication and contact with citizens committees and the public.

Since the role of transportation planning is shared, and therefore, comprehensive, cooperative, and continuing planning process, the MPO and the State have the role to develop and up-date a Long-Range Metropolitan and a Statewide Transportation Plan.

Metropolitan and Statewide Long-Range Transportation Plan

The transportation planning process encompasses two planning scales: the statewide and the metropolitan. The statewide transportation planning is responsibility of each State. The provisions of the 23 U.S.C. 135 and 49 U.S.C 5304, require each state to carry out a continuing, cooperative, and comprehensive (3-C's) statewide multimodal transportation planning process, including the development of a long-range statewide transportation plan and a Statewide Transportation Improvement Program (STIP).

This statewide planning process provides consideration and implementation of projects, strategies, and services that will address the following **eight planning factors**:

1. Support 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 non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility options available to people and for freight.
5. Protect and enhance the environment, promote energy conservation, and improve the quality of planned growth and economic development patterns.

6. Enhance the integration and connectivity of the transportation system – across and between modes – for people and for freight.
7. Promote efficient system management and operation.
8. Emphasize preservation of the existing transportation system.

These factors are not exclusive of the statewide transportation planning, they must be considered in the development of the metropolitan transportation plans and other studies.

The provisions of the 23 U.S.C. 134 and 49 U.S.C 5303, designate the MPO to carry out the 3-C's planning process for the development of the metropolitan transportation plan and a Transportation Improvement Program (TIP). Moreover, the metropolitan transportation planning process shall be carried out in coordination with the statewide planning process.

Long range transportation plans must be prepared, and adopted for the SJUZA, the AUZA and each UZA's at least every five years, with a 20 year (minimum) planning horizon. Based on these plans, every year the MPO defines the use of yearly federal funding allocations through a Transportation Improvement Programs (TIP) for the SJUZA, the AUZA and the UZAs. In general, without an appropriate, updated long range transportation plan for a region, no federal funds may be programmed for improvements to its transportation system.

PRHTA has recently completed the development of the Puerto Rico 2040 Long Range Transportation Plan (LRTP) which resulted in the preparation of an Islandwide 2040 LRTP, the San Juan Urbanized Area 2040 LRTP, Aguadilla 2040 LRTP, and the 2040 LRTP for the transportation planning regions of the North, South, East, Southeast, and Southwest regions. The Puerto Rico 2040 LRTP addresses the above mentioned eight planning factors, and this 2013-14 UPWP includes tasks that are in accordance with those factors.

Work Element 1: Program Administration and Planning Support Activities

Preparation of UPWP, Grant Management, MPO operation and public involvement activities, interagency coordination

Petitioner: PRHTA	Task Number: 2000 (a)
Title: UPWP DEVELOPMENT & GRANT ADMINISTRATION OF THE PLANNING AND RESEARCH PROGRAM	

PURPOSE:

- Prepare, manage and monitor the development of the UPWP tasks

PREVIOUS WORK:

- Puerto Rico UPWP 2013-2014, as amended in January 2014
- New Grant execution PR-80-0007
- Preparation of Interagency Agreements
- This is a recurring planning activity

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.
- Prepare for distribution to all the MPO members.
- Seek approval from the members of the three MPO Policy 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 2014 & 2015 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 grant 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 check list to verified 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.

END PRODUCTS:

- This UPWP 2014-2016
- Petitions revisions, revision of scope of work, and the budget preparation
- Grant request
- Quarterly Progress Reports
- Reimbursement Requests

WORK SCHEDULE:

- A recurring activity, which cycle begin with the called for project in of January 2015 and ends with the grant close out, which it is estimated at 2019.

COORDINATED BY:

- Federal Coordination Office

Petitioner: PRHTA	Task Number: 2000 (b)
Title: STAFF SUPPORT TO THE MPO OPERATION	

PURPOSE:

- Administrate and reinforce the planning responsibilities of the PRMPO

METHODOLOGY/ SCOPE OF WORK:

- Organized the meetings with the Policy Committee and the Technical Committee for each Urbanized Area: San Juan UZA, Aguadilla UZA and UZA Under 200,000 Population.
- The MPO staff prepares agendas, updates the informational material, prepare the power point presentation, process the letter of invitation to the MPO members and publish the public notice to announcing the dates of the meetings.
- Prepare, certify and process MPO Resolutions.
- Prepare summary minutes and distribute the recording of the MPO Policy Committee meetings.
- Update the MPO membership contact information
- Provide technical assistance to the municipalities and agencies on FTA and FHWA programs
- Maintain the MPO members informed on issues related to transportation, funding, grant management, programmed projects.
- Coordinate activities with participating transportation partners
- Updating the MPO procedure manual.
- The MPO staff prepares agendas, updates the informational material, prepare the power point presentation, process the letter of invitation to the MPO members and publish the public notice to announcing the dates of the meetings.
- Coordinate the public participation meetings

END PRODUCTS:

- Power point presentations, brochures, copies of the STIP, TIP and UPWP
- MPO agendas
- CD's with the recordings of the MPO Policy Committee meetings
- MPO members directory
- MPO Administrative and Operational Regulation

WORK SCHEDULE:

- These are annual recurring activities.

COORDINATED BY:

- Federal Coordination Office

Petitioner: PRHTA	Task Number: 2000 (c)
Title: TIP DEVELOPMENT AND MAINTENANCE	

PURPOSE:

- Create, maintain, review and update a current 4- Year Transportation Improvement Program (TIP) 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 2013-2017 for San Juan Urbanized Area, approved on June 26, 2012
- TIP 2013-2017 for Aguadilla Urbanized Area, approved on June 26, 2012
- TIP 2013-2017 for Urbanized Areas Under 200,000 Habitants, approved on June 26, 2012

METHODOLOGY/ SCOPE OF WORK:

- The PRHTA staff in collaboration with each urbanized area Technical Committee will reviewed and submit to the three Policy Committee 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 January and June.
- Maintain ongoing activities to monitor and report on progress and status of programmed projects.
- Prepare document for MPO Committees, and Board review and approval.
- Seek endorsement of TIP document by all MPO Committees, including the MPO Policy Committee.

END PRODUCTS:

- TIP 2015-2018 for San Juan Urbanized Area
- TIP 2015-2018 for Aguadilla Urbanized Area
- TIP 2015-2018 for Urbanized Areas Under 200,000 Habitants

WORK SCHEDULE:

- Start Date: the tasks usually begins in January (called for project) and continues with the approval of the TIPs

COORDINATED BY:

- Federal Coordination Office

Petitioner: PRHTA	Task Number: 2000 (d)
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:

The following work was completed during FY's 2012-2013 and 2013-2014:

- MPO public participations meetings to inform on FTA and FHWA funds availability and the federal and local transportation dispositions.
- Household surveys
- On-board transit survey, which includes, Tren Urbano rail line, buses, "públicos" vehicles and trolleys
- Socioeconomic projections with the 2010 Census data
- Creation of two committees: Citizen Advisory Committee and the Regional Economic Development Committee
- Open house round public meetings across the island in three different phases of development of the LRTP. The most recent round of meetings was held this 2013 summer.
- MPO meeting at which the LRTP process and status were discussed include meetings in November and December of 2011, September 2011, March 2012, August 2012, and March 2013.
- Regional meetings between DTPW officials, municipal technical staff and elected officials
- Formal meeting of the Citizens Advisory Committee during the development of the Statewide Transportation Plan;
- Orientation meeting with elected officials and the public where the planning process and the role of the public in its development was explained

METHODOLOGY/ SCOPE OF WORK:

- Coordinate regional meetings with municipalities to establish a dialogue about their transit systems and explore opportunities to develop a regional transit system.
- Create a form to collect information about the transit system in the municipalities.
- Create an email address to receive public comments.
- Posting a flyer announcing the MPO meetings on the PRHTA website.
- 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.

- Maintaining and conducting meetings with the Citizen Advisory and Economic Development Committees. The membership in these groups was identified jointly by the MPO and PRHTA to provide a broad cross-section of representation of transportation stakeholder interests across user groups, freight interests, affected and benefited partners, modal interests, transportation disadvantaged groups, and others. These candidates were appointed by the Executive Secretary of the Puerto Rico MPO. Their work began after the model development in early 2012 and continues through the project completion. These groups also participated in the survey instruments, which are described below.
- Making presentations to the MPO Policy Board committee. The MPO staff prepares agendas, updates the informational material, prepare the power point presentation, process the letter of invitation to the MPO members and publish the public notice to announcing the dates of the meetings.
- Posting information of the LRTP on the existing PRHTA website (under Office of Strategic Planning).
- 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.
- Evaluate the feedback from the evaluation forms submitted at the meetings and open houses.

END PRODUCTS:

- Update the webpage
- Coordinate future meetings between the DOT, PRHTA and the citizen and regional economic development committee.
- Public participations meetings to present the changes the dispositions of MAP-21
- Public Involvement Plan update

WORK SCHEDULE:

This is a continuing task.

COORDINATED BY:

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

FUNDING:

- Total budget for all the tasks included in the Work Element 1 Program Administration and Planning Support Activities
- Some of the expenses budgeted for the four tasks are: basic overhead, program support, and general administrative cost.

Year of funds assignment FY 2014-2015	Local (PRHTA)	FTA (5304)	Total
Salaries	\$85,000	\$340,000	\$425,000
Other eligible expenses	\$53,944	\$215,776	\$269,720
Total	\$138,944	\$555,776	\$694,720

Work Element 2: Planning Emphasis Areas

Support and engagement to MAP-21 Implementation, Regional Models of Cooperation, and Ladders of Opportunity

Petitioner: PRHTA, San Juan UZA Member: Aibonito, Barranquitas, Comerío and Orocovis	Task Number: 15-07
Title: FEASIBILITY STUDY FOR A REGIONAL TRANSIT SERVICE PROGRAM FOR THE CENTRAL MOUNTAIN REGION	

INTRODUCTION:

FTA and FHWA distributed a join letter requesting MPOs and State DOTs to include in the UPWP and SPRP the Planning Emphasis Areas (PEA): MAP-21 Performance Measure Implementation, Ladders of Opportunities and Regional Models of Cooperation. These PEAs are included in Secretary Fox's strategic objectives for the Surface Transportation Program. Appropriate UPWP work tasks could include working with local partner to identify how to implement performance based planning and collecting performance data. But in this UPWP, the PRMPO included the support of this policy by promoting the Regional Models of Cooperation and Ladders of Opportunities through the development of multijurisdictional partnership between four municipalities, the PRHTA and PRMPO for the elaboration of a integrated study that will analyzed the feasibility of creating a Transportation Program Consortium for the Central Mountain Region.

In the revision of the petitions for request for funds received in the last called for projects, the PRMPO staff notice the geographical distribution of the planning funds requested by the municipalities. Since the staff had knowledge of a collaborative agreement that three of those municipalities have had established for the creation and administration of a permit office for the region, the PRMPO view a potential collaborative agreement could be encourage between those municipalities, especially when it would be supported by a federal policy.

The PRMPO staff approached the municipalities of Aibonito, Barranquitas and Comerío and the discussed the benefits, challenges and opportunities of adopting a regional approach to planning a transit system. The result was that one more municipality was included, the mayors agree to sign a resolution of collaboration and a technical committee with representation of each municipality and the PRHTA was established. This group referred to themselves as the Municipalities of the Mountains, since they are locate in the mountainous central region of Puerto Rico, and even though that area may be considered as rural, the urban center or traditional town are part of the San Juan Urbanized Area.

PURPOSE:

- Prepare a transportation plan as to identify the viability of developing a Transportation Program under a Consortium.
- To join forces in the planning stage for a public transportation system that meets the unique needs of their municipalities and to identify how to be more efficient in the use of resources and provide an economically viable service.
- Prepare a transit plan for each municipality, that will serve the particular needs, and a regional plan. This regional transit or mobility plan has to recognize that the mountain area has a number of features that make it particularly special. The topography of the land, the agricultural environment, the idiosyncrasies of its inhabitants, the distance to developed urban centers, and distance dispersed centers provide special services such as hospitals, government centers, courts, police, education postsecondary, where he presented a series of challenges and opportunities which in turn are unique. In addition to the high unemployment rate, a negative population growth and an increase in the average age of its inhabitants. There are other elements of interconnectivity with surrounding villages allowing a constant flow of

people as they are to Cayey and Aibonito Campus, Barranquitas and Comerío towards Bayamon and service centers of Orocovis to Manati.

PREVIOUS WORK:

- A roundtable meeting between the four municipalities, PRHTA and PRMPO were the basis of coordination was established.
- Aibonito Land Use Plan
- Barranquitas Land Use Plan
- Comerio Land Use Plan; Transit System, Paratransit Service
- Orocovis Land Use Plan; One route transit service and a paratransit

METHODOLOGY/ SCOPE OF WORK:

- Coordination and development of an MOU
- Procurement and professional service contract development
- Review of existing planning documents and current legal frame
- Development of a mission, vision, goal, objectives and performance measures
- Identification and recompilation of each municipality profile
 - Revision on the land use plans
 - Socioeconomic data
 - Public input
 - Evaluation of each existing transit service
 - Performance, level of service
 - Cost of the current service administration and operation
 - Public involvement participation
 - New internal transit corridor demand identification
 - Connectivity opportunities between the municipalities
 - Identification of necessities, challenges and opportunities
 - Sharing resources: garage facilities, maintenance facilities, Drug and Alcohol Program implementation
 - Recommendations and development of alternatives
 - ITS implementation
 - Cost
 - Development of a regional model organization for a Transportation Program

END PRODUCTS:

- Executive summary
- Presentation
- Transit Corridor Profile: route (maps), vehicle capacity, schedule, paratransit routes,
- Regional organization (structure, function, composition) for the Transportation Program Consortium.
- Operational Plan,
- Financial Plan
- Maintenance Plan
- Capital Investment Plan

WORK SCHEDULE:

- Start Date: February 2016
- End Date: March, 2017

COORDINATED BY:

- PRHTA, DTPW, PRMPO
- Aibonito Municipality
- Barranquitas Municipality
- Comerio Municipality
- Orocovis Municipality

FUNDING:

Year of funds assignment	Local (PRHTA Toll Credits)	FTA (5303)	Total
Consulting Services	\$90,000	\$360,000	\$450,000
Other eligible expenses	\$5,000	\$20,000	\$25,000
Total	\$95,000	\$380,000	\$475,000

The 20% local match will be provided by PRHTA Toll Credits

Work Element 3: Puerto Rico 2040 Long Range Transportation Plan (LRTP)

TASK NUMBER AND TITLE:

28-06 Puerto Rico 2040 Long Range Transportation Plan

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 2040 Multimodal and Sustainable Long Range Transportation Plan and the other seven Regional LRTP were approved on 2013, they are due to be update by 2017. The PRMPO and PRHTA expect to begging the work coordination for the initiation metropolitan transportation planning process in 2016.

PREVIOUS WORK:

- 2040 Islandwide Long Range Transportation Plan
- 2040 San Juan Metropolitan LRTP
- 2040 Aguadilla Metropolitan LRTP
- 2040 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.
- Committee reactivation
- Consulting services
- Maintain ongoing activities to monitor and report on progress and status of programmed projects.
- Prepare document for MPO Committees, and Board review and approval.
- Seek endorsement of TIP document by all MPO Committees, including the MPO Policy Committee.
- Evaluate the implementation of the established Vision, Goals, Strategies, and Options.
- Update data and information needed to validate the travel demand model.
- Analyzing the Commonwealth's transportation system to identify present and future problems and options.
- 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
- Other tasks that will address the revision and actualization of the 2040 LRTPs.

END PRODUCTS:

- Seven updated regional plans 2040 LRTP: San Juan TMA, Aguadilla TMA, North TPR, Southwest TPR, South TPR, Southeast TPR and East TPR
- An update 2040 Islandwide LRTP

WORK SCHEDULE:

- PRHTA coordination: March, 2016
- MPO approval: September 2018

COORDINATED BY:

- PRHTA= Strategic Planning Office

FUNDING:

Year of funds assignment	Local (PRHTA)	FTA (5303)	Total
Consulting services	\$160,000	\$640,000	\$800,000
Other eligible expenses	\$40,000	\$160,000	\$200,000
Total	\$200,000.00	\$800,000	\$1,000,000

Figure 3: Transportation Metropolitan Areas and Transportation Planning Regions



Work Element 4: Special Project Planning

New Transportation Planning Tasks for: San Juan, Aguadilla, and Urbanized Areas Under 200,000

Figure 4: Distribution of the 2014 & 2015 Planning Request Activities



Recommended 2015 FTA Petitions for Section 5303 Metropolitan Planning Program (MPP) Funds



Municipalities that requested funds from Section 5303 (MPP) this 2015, and municipalities that already have approved funds from last call for project (2013).

Legend

- 2015 Planning Petitions
- 2013 Approved Funds Planning Activities

New Planning Activities

➤ San Juan Urbanized Area

Petitioner: Municipality of Bayamón	Task Number: 15-02
Title: STRATEGIC TRANSPORTATION PLAN FOR THE MUNICIPALITY OF BAYAMON	

PURPOSE:

- Bayamon's Strategic Transportation Plan (BSTP), will be the new road map for transportation policy now and into the future. The BSTP will examine Bayamon's transportation system against our current and future mobility needs, community objectives and values, and provides a blueprint for future travel in Our City.
- This plan will address the desires of a broad base of community interests to find multimodal solutions to our future transportation demands. The BSTP outlines those opportunities in each of Bayamon's travel sheds, providing information for all the strategies and pointing out the physical, operational and behavioral improvements and investments necessary to meet our mobility needs.
 - ✓ Promote Multimodal System
 - ✓ Transportation demand and traffic management
 - ✓ Operational and safety strategies
 - ✓ Major improvements and studies
 - ✓ Establish routes between other municipalities
 - ✓ Bicycle, pedestrian and street gaps
 - ✓ Transit support strategies
 - ✓ Transit and roadway improvements
 - ✓ Expand local routes
 - ✓ Maintenance of infrastructure

PREVIOUS WORK:

- Bayamón Land Use Plan; Bayamón Redevelopment Plan; Flexibility Study for Transportation

METHODOLOGY:

- The tasks will define the Bayamon new vision, goals and objective for the future needs of our transportation development, assessment criteria.
- Identify current and expected transportation needs for all types of population.
- Evaluation of existing conditions: demographic, economic, environmental information.
- Access the conditions of the existing transportation level of services. Evaluation of existing transportation system:
 - level of service (performance) of the existing collective transport (public or private),
 - current sponsorship infrastructural conditions (terminal, for example),
 - connectivity between modes,
 - availability of specialized services (for elderly or impediment),
 - average travel time per mode
 - Study of origin and destination, peak hours
 - Analysis of new technologies to be incorporated into the transportation system (ITS, the use of applications for smart phones)

- Number of riders by riders, days, hours. Is it complies with the Traffic Law No. 22, Letter of Law of Cyclists and Responsibilities both drivers and cyclists.
- Studies examples of Best practices and case studies also the BSTP will make literature review: plans (POT, PUT, Puerto Rico Long Range Transportation Plan 2040), and other studies. Also the coordination between agencies concerning plans.
- Estimates transit ridership for each corridor.
 - Analyzed the potential future transit problems of the development projects, congestion, road sections, topography, other physical issues as well as operational consideration which included:
 - Data Collection and field review:
 - congestion (traffic study)
 - study of parking demand by sector
 - points higher road accidents and fatalities,
 - condition of roads,
 - intersections study,
 - financial and organizational conditions that might affect the municipality offering service
- New corridor analysis for travels demands:
 - Analysis transport corridor where it is perceived that there is demand for services:
 - Study travel demand,
 - typical sections of the route,
 - topography (elevation),
 - road condition,
 - road safety (safety components for vulnerable users such as existing pedestrians and cyclists),
 - Proposed projects or generate travel data crash or incident
- Evaluation and feasibility of alternatives - The new studies identify the transportation alternatives for selected areas. Elaborate a final report with all the findings (assessments, needs and conflicts).

END PRODUCTS:

- Public outreach material
- Corridor routes profiles
- Performance Standards
- Capital Improvements
- Programs –
- Operating Plan –
- Financial Plan –
- Maps of Transit and paratransit routes –
- Analysis of the types of transit vehicles (size, passenger capacity, fuel efficiency, cost)
- Regional coordination analysis and strategies.

WORK SCHEDULE:

- Start Date: February, 2016; End Date: February 2018

ENTITY RESPONSIBLE FOR WOR ELEMENT:

- Municipality of Bayamón, Sandra Torres Villanueva, Director, Federal Program Office
- storres@bayamonpr.org

FUNDING:

Description	Funds		
	Local	FTA (5303)	Total
Professional Services Contract	\$37,000	\$148,000	\$185,000
Other expenses related to the study as: publication of public notice, public meetings,	\$4,000	\$16,000	\$20,000
Staff Wages	\$4,000	\$16,000	\$20,000
Total	\$45,000	\$180,000	\$225,000

➤ **San Juan Urbanized Area**

Petitioner: Municipality of Caguas	Task Number: 15-03
Title: BICYCLE NETWORK PLANNING AND DESIGN OF TWO CORRIDORS FOR THE INTEGRATION OF CYCLISTS TO THE “TRANSCRIOLLO” TRANSIT SYSTEM	

PURPOSE:

- Support the “Transcriollo” System, which is the name for the Caguas transit system model developed to improve internal mobility, less car dependant; reinforce Caguas as the transit hub of the central east region, and eventually generate an increase in demand for transit service that will support a rail system to connect Caguas to San Juan.
- The Autonomous Municipality of Caguas firmly believes that the availability of safer and dedicated bicycle transportation alternatives will significantly improve the quality of life of present and future inner city residents of Caguas. The reduction in the use of automobiles will create a more relaxed and healthy atmosphere.
- This bike route initiative constitutes an improvement and expansion of transit service alternatives with increased accessibility and mobility that is superior to existing transportation means and improves the region’s livability. The establishment of bike routes where people can safely ride to the main areas of the city will be a much welcomed innovation and will help change the automobile culture that has been so prevalent in Puerto Rico during the last seventy years.
 - ✓ Increase transit ridership and Reduction in private vehicle usage, and congestion
 - ✓ Improve people’s health promoting active living
 - ✓ Increase use of non-motorized mobility
 - ✓ Improve accessibility to its urban center, residential areas, transit facilities, shopping centers, recreational facilities, employment centers, e.g.
 - ✓ Reduce the air pollution

PREVIOUS WORK:

- Viability Study for the Bicycle Routes: PR-189 between the Caguas Terminal Station and the University of el Turabo; and the PR-1 corridor between the Luis Muñoz Marín Avenue and Jupiter Street (PR-33)
- The designs and schematic drawings for the bike route along route #189 in the city of Caguas were already being completed. That project was already discussed the Puerto Rico Roads Authority.

METHODOLOGY:

- Planning of the bicycle routes (\$40,000)
 - Review of the existing plans and other related documents,
 - Update of the field work and data collection from the Viability Study for the proposed bicycle routes PR-189 and PR-1
 - Evaluation of existing conditions: inventory assessment of the existing conditions and safety concerns of the proposed bicycle corridors.
 - Road capacity effects
 - Identification of possible barriers and continuity issues

- Title Study
 - Coordination between agencies concerning plans.
 - Development of design criteria and safety consideration for all road users (drivers, pedestrians, cyclists)
- NEPA Clearance for the proposed bicycle corridors
- Design for bike corridor along **PR-189** in the municipality of Caguas (50,000)
 - Preparation of final design for construction
 - Cost estimates and milestones schedule
 - Design submittal for the review and approval of the municipality and the DTPW/ PRHTA
- Schematic and Final Design for bicycle corridor along PR-1 (South) (110,000)
 - Preparation of the schematic design for each identify section
 - Preliminary Design
 - Cost estimates
 - Schematic design submittal for the review and approval of the municipality and the DTPW/ PRHTA
 - Project evaluation
 - Preparation of final design

END PRODUCTS:

- Updated bicycle plan
- Educational program
- Maps of Bicycle Corridors
- Schematic Design
- Final design for both proposed corridors
- Agencies endorsement

WORK SCHEDULE:

- Start Date: February, 2016; End Date: February 2018

ENTITY RESPONSIBLE FOR WOR ELEMENT:

- Municipality of Caguas, Ing. Luis Herrera
- luis.herrera@caguas.gov.pr

FUNDING:

Description	Funds		
	Local	FTA (5303)	Total
Professional Services Contract	\$75,000	\$300,000	\$375,000
Total	\$75,000	\$300,000	\$375,000

➤ **San Juan Urbanized Area**

Petitioner: Municipality of Corozal	Task Number: 15-04
Title: STRATEGIC TRANSIT PLAN FOR THE MUNICIPALITY OF COROZAL	

PURPOSE:

- The Municipality of Corozal has the goal of improving mobility and access of the people living in the most distant rural wards
- Some residential areas has no transit alternative available and, other areas where private transit provider operates ("Públicos") has reduce their service. In addition, there is a safety concern since there are no safe bus shelters in the existing transit corridors for the users to wait for the bus.
- A comprehensive mobility assessment is requested through a strategic transit plan that will considered the travel patterns of the residents of Corozal, the population necessities, the evaluation of the existing transportation facilities, and the development of new transit corridors.
- Coordinate with the existing transit provides in the planning process

PREVIOUS WORK:

- Urban Center Revitalization Plan for Corozal (2007)

METHODOLOGY:

- Develop the vision, goals, objective and the performance measures that will guide the implementation of the Corozal transit program.
- Background Research: review of the data and recommendations of the existing regional and local transportation studies. Review for consistency with the 2040 Long Range Transportation Plan, as well as the Corozal Land Use Plan. Socioeconomic profile of the municipality and its relation to the transportation needs.
- Identify current and expected transportation needs for all types of population.
 - Public involvement work program for the participation of the different stake holder in the planning phase. Identify the different stake holders and how are they going to be integrated in the evaluation of necessities, problems affecting transit service provision, development of alternatives and evaluation of the recommendations
- Overview of the issues, challenges and opportunities that the municipality faces. Profile of the current services and capital resources: on-time performance, ridership, financial factors to be considered.
- New corridor analysis: identified list of corridors that travel demand has been demonstrated or perceived. Estimate transit ridership for each identified corridor: travel demand (low-income household travel demand), characteristics of the origin and destination ends of the corridor
- Data collection and field review- Analyzed the potential future transit problems of the proposed corridors: congestion, roads conditions, surrounding development, future development projects, congestions, road sections, topography, other physical issues as well as operational considerations.
- Alternative evaluation to improve, expand and provide efficient and viable transit service. Development and evaluation of the different transit s model service provision:
 - New private transit franchises? Incentivize (subsidy) private transit providers? Municipalize the transit administration and operation?

- Transit improvement list by priority with the implementation strategies.
- Strategic Implementation Plan. Prepare an action plan including capital and operating costs, time schedule, and funding sources, among other elements.

END PRODUCTS:

- Public outreach material
- Corridor routes profiles
- Performance Standards
- Capital Improvements
- Operating Plan – schedule
- Maps of Transit and paratransit routes –
- Analysis of the types of transit vehicles (size, passenger capacity, fuel efficiency, cost)
- Regional coordination analysis and strategies.

WORK SCHEDULE:

- Start Date: February, 2016; End Date: February 2018

ENTITY RESPONSIBLE FOR WOR ELEMENT:

- Municipality of Corozal, Joaliz Rivera Rodríguez, Director, Federal Program Office
- progfedcor@yahoo.com

FUNDING:

Description	Funds		
	Local	FTA (5303)	Total
Professional Services Contract	\$9,900	\$39,600	\$49,000
Publication of public notice,	\$100	\$400	\$500
Total	\$10,000	\$40,000	\$50,000

➤ **San Juan Urbanized Area**

Petitioner: Municipality of Vega Alta	Task Number: 15-05
Title: STRATEGIC PLAN FOR THE IMPROVEMENT AND EXPANSION OF THE VEGA ALTA TRANSIT SERVICE	

PURPOSE:

- Develop a guide that will provide a “road map” for the implementation the transit improvement services within the municipality, and recommend mobility alternatives to connects with the educational, employment, health and commercial centers in the metropolitan region.
- This plan will address the desires of a broad base of community interests to find multimodal solutions to our future transportation demands. The **BSTP** outlines those opportunities in each of Bayamon’s travel sheds, providing information for all the strategies and pointing out the physical, operational and behavioral improvements and investments necessary to meet our mobility needs.
 - ✓ Evaluate the current level of the existing transit service
 - ✓ Identify the transportation necessities of the population according to its profile
 - ✓ Draw the Complementary Paratransit Service (ADA) for the new corridors
 - ✓ Assess the administrative activities to streamline the current transit management
 - ✓ Assess how the changes on FTA regulations are going to be meet
 - ✓ Identify new transit corridors
 - ✓ Review the maintenance and operational plan,

PREVIOUS WORK:

- Feasibility Study for the Provision of a Shuttle Service for Vega Alta (2007)

METHODOLOGY:

- Coordination of the study. Defining the vision, goals, objectives and the performance measures.
- Socioeconomic characteristics of the Vega Alta population. (What does it reveals of the mobility necessities?)
 - Travel pattern
 - Identify underserved population
- Community participation and the promotion of the transit service provision in the achievement of the community goals: Identify the different stake holders and how are they going to be integrated in the evaluation of necessities, problems affecting transit service provision, development of alternatives and evaluation of the recommendations
- Evaluation of the existing transit service: level of service, ridership, the perception of the transit users.
- Evaluate the traffic conditions and congestion of the Vega Alta town center (CBD): parking inventory
- Diagnosis of the existing conditions, and resume of the necessities
- New transit corridors identification and analysis and ADA Complementary Paratransit routes
 - Data collection and field review- congestion, roads conditions, surrounding development, future development projects, congestions, road sections, topography, other physical issues as well as operational considerations.
 - Document the pedestrian access to the proposed and existing transit corridors.

- Selection of the preferred alternative: new transit franchise, transit provided by the municipality, combination of first two.
 - Rate analysis
- Design and implementation of the recommended alternative
 - Organizational plan and attended safety issues
 - Recommended schedule
 - Cost analysis
 - Operational plan

END PRODUCTS:

- Public outreach material
- Corridor routes profiles
- Capital Improvement recommendation
- Maps of Transit and paratransit routes –
- Suggested type of transit vehicles (size, passenger capacity, fuel efficiency, cost)

WORK SCHEDULE:

- Start Date: February, 2016; End Date: February 2018

ENTITY RESPONSIBLE FOR WOR ELEMENT:

- Municipality of Vega Alta, Julio de Jesús, Director, Planning Office
- jdejesuss@vegaalta.pr.gov

FUNDING:

Description	Funds		
	Local	FTA (5303)	Total
Professional Services Contract	\$9,480	\$37,920	\$47,400
Publication of public notice	\$120	\$480	\$600
Total	\$9,600	\$34,800	\$48,000

➤ **Urbanized Areas Under 200,000**

Petitioner: Municipality of Barceloneta	Task Number: 15-01
Title: EVALUATION AND IMPROVEMENT PLAN OF THE BARCELONETA TRANSIT SERVICE	

PURPOSE:

- Improve the existing transit system provided by the municipality of Barceloneta
- Develop new routes or transit corridors for underserved communities
- Evaluate the operation of the system and develop a cost feasible transit service
- Improve the connectivity and access to the surrounding municipalities of Florida, Manatí and Arecibo, which will require coordination between these local governments.

PREVIOUS WORK:

- Barceloneta Land Use Plan;
- Strategic Plan for the Municipality;
- Hazard Mitigation Plan;
- Transportation Analysis of a Collective Transit System from Bayamón to Hatillo;
- Federal Funds Administrative Plan

METHODOLOGY:

- Development of the transportation program goals, performance measures and target of transit system of Barceloneta
- Demographic, economic, and land use correlation: Barceloneta and the region characteristics
 - Travel pattern: peak hour
- Review of the existing planning documents and North Region Long Range Transportation Plan.
 - Best practices, or studies case research, define lessons learned.
- Evaluation of existing transportation level of services and the cost of the service provision.
 - level of service (performance) of the existing collective transport (public or private),
 - current sponsorship infrastructural conditions (terminal, for example),
 - connectivity between modes,
 - safety issues: points higher road accidents and fatalities,
 - availability of specialized services (for elderly or impediment),
 - average travel time per mode
 - Document the pedestrian access to the proposed and existing transit corridors.
 - financial and organizational conditions that might affect the municipality offering service
- Coordination and alliance creating between the surrounding municipalities- potential strengths, opportunities, and weakness of the region
- Barceloneta town center (CBD) improvements to the traffic condition: parking management strategies
- New corridor travels demands
 - Analysis of new technologies to be incorporated into the transportation system (ITS, the use of applications for smart phones)
 - Alternatives of providing the additional corridors
 - Cost of the proposed alternatives

- Bus Terminal capital improvement program
- Implementation strategies

END PRODUCTS:

- Public outreach material
- Marketing needs and educational program
- Corridor routes profiles- schedules, type of vehicles,
- Performance Standards
- Capital Improvements
- Maintenance Plan
- Update Operating and Paratransit Plan
- Financial Plan –
- Maps of Transit and paratransit routes –
- Analysis of the types of transit vehicles (size, passenger capacity, fuel efficiency, cost)
- Regional coordination analysis and strategies.

WORK SCHEDULE:

- Start Date: February, 2016; End Date: February 2018

ENTITY RESPONSIBLE FOR WOR ELEMENT:

- Municipality of Barceloneta, Glorimar Villamil, Director, Federal Program Office
- gvillamil@barceloneta.gobierno.pr / federales@barceloneta.gobierno.pr

FUNDING:

Description	Funds		
	Local	FTA (5303)	Total
Professional Services Contract	\$11,800	\$47,200	\$59,000
Other expenses related to the study as: publication of public notice, public meetings,	\$200	\$800	\$1,000
Total	\$12,000	\$48,000	\$60,000

➤ **Islandwide : Non-Urbanized**

Petitioner: PRHTA in collaboration with PRITA	Task Number: 15-06
Title: Regional Transit Plan	

PURPOSE:

- The Regional Transit Plan is a blueprint to guide transit investments at the regional level for all forms of travel. The plan identifies current and future transit needs, investments needed to meet those needs and what funds the region expects to have available over the next years to make those investments a reality.
 - ✓ Development of a Regional Transit Structure
 - ✓ Identify regional transit improvements needs
 - ✓ Develop a Finance Strategies
 - ✓ Develop a Regional Improvement Plan

METHODOLOGY:

- Identify Regional Characteristics and Needs
- Regional O/D Analysis
- Lines, Network and Stations Requirements
- Infrastructure and Network Integration
- Finance Structure
- Improvements Program

END PRODUCTS:

- Regional coordination analysis and strategies.
- Definition of the transit regions

WORK SCHEDULE:

- Start Date: February, 2016; End Date: February 2018

ENTITY RESPONSIBLE FOR WOR ELEMENT:

- PRITA, Alberto Figueroa, PhD, Excutive Director
- a_figuroa@yahoo.com

FUNDING:

Description	Funds		
	Local	FTA (5303)	Total
Professional Services Contract	\$37,000	\$148,000	\$185,000
Total	\$125,000	\$500,000	\$625,000

Work element 5: Data Collection

Petitioner: PRHTA	Task Number: 24-02
Title: NTD “PÚBLICOS” DATA COLLECTION FOR SAN JUAN, AGUADILLA AND ALL OF PUERTO RICO URBANIZED AREAS	

PURPOSE:

- 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/HTA 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.

PREVIOUS WORK:

This is a recurring activity.

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 continuing task.

- Start Date: May, 2015
- End Date: December 2017

COORDINATED BY:

- PRHTA: Federal Coordination Office

FUNDING:

Year of funds assignment	Local (PRHTA)	FTA (5303)	Total
FY 2014-2015	\$141,639	\$566,557	\$708,196
Total			\$708,196

TASK NUMBER AND TITLE:

Petitioner: PRHTA	Task Number: 24-02 (a)
Title: NTD SAFETY AND SECURITY DATA COLLECTION FOR SAN JUAN, AGUADILLA AND ALL OF PUERTO RICO URBANIZED AREAS	

PURPOSE:

- To obtain a monthly report of accidents and incidents in the “público” transportation system as for San Juan Metropolitan Area, Aguadilla Urbanized 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:

This is a recurring activity.

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 a continuing task.

- Start Date: June, 2015

- End Date: September,2017

COORDINATED BY:

- PRHTA: Federal Coordination Office

FUNDING:

Year of funds assignment	Local (PRHTA)	FTA (5303)	Total
FY 2014-2015	\$47,213	\$188,852	\$236,065
Total			\$236,065

APPENDICES

Appendix A

BALANCE SUMMARY BY WORK ELEMENTS UNDER SECTIONS 5303 AND 5304 GRANTS

Work element	Project	Year of Assignment	Total amount 80% (5303/5304)	Balance May-15
Administrative 2000	PR-80-0004	2009-10	\$ 393,408	\$ 90,118
	PR-80-0005	2010-11	\$ 400,000	\$ 399,841
	PR-80-0006-01	2011-12	\$ 1,287,076	\$ 1,287,076
	PR-80-0007	2013-14	\$ 261,065	\$ 261,065
Total			\$ 2,341,549	\$ 2,038,100

Work element	Project	Year of Assignment	Total amount 80% (5303/5304)	Balance May-15
NTD User Data Collection/Safety & Security 24-02	PR-80-0004	2009-10	\$ 598,242	\$ 283,348
	PR-80-0005	2010-11	\$ 1,411,396	\$ 816,759
	PR-80-0006-01	2011-12	\$ 1,861,424	\$ 1,861,424
	PR-80-0007	2013-14	\$ 440,000	\$ 293,739
Total			\$ 4,311,062	\$ 3,255,270

Work element	Project	Year of Assignment	Total amount 80% (5303/5304)	Balance May-15
Long Range Transportation Planning 28-06	PR-80-0004	2009-10	\$ 752,635	\$ 186,337
	PR-80-0005			
	PR-80-0006-01			
	PR-80-0007	2013-14	\$ 105,562	\$ 105,562
Total			\$ 858,197	\$ 291,899

Work element	Project	Year of Assignment	Total amount 80% (5303/5304)	Balance May-15
Special Project Planning/System planning	PR-80-0004	2009-10	\$ 290,000	\$ 28,173
	PR-80-0005	2010-11	\$ 590,000	\$ 50,000
	PR-80-0006-01	2011-12	\$ 626,040	\$ 542,283
	PR-80-0007	2013-14	\$ 1,058,400	\$ 1,058,400
Total			\$ 2,564,440	\$ 1,678,856

Appendix B

LIST OF RECENTLY COMPLETED TASKS FINANCED WITH FEDERAL PLANNING ASSISTANCE AWARDED IN PREVIOUS YEARS

Recipient	Task	Project	Description	Amount FTA (80%)	Status
Las Piedras	09-02	PR-80-0004	Comprehensive Transportation Study for the Municipality of Las Piedras	\$60,000	Completed in 2014. Final reimbursement in process
Gurabo	12-02	PR-80-0006-01	Review and Update of the Comprehensive Transportation Plan of Gurabo	\$50,000	Completed in 2015. Final reimbursement in process
Añasco	12-04	PR-80-0006-01	Comprehensive Transportation Study for the Municipality of Añasco	\$40,000	Completed in 2015. Final reimbursement in process
Peñuelas	10-03	PR-80-0005	Comprehensive Transportation Study for the Municipality of Peñuelas.	\$40,000	Completed in 2014.

Appendix C

DESCRIPTION OF THE FEDERAL REQUIRED PLANNING DOCUMENTS

Document	Who Develops	Who Approves	Time Horizon	Content	Update Requirements
UPWP	MPO- (HTA)	MPO & FTA	1-2 years	Planning Studies and Tasks	Annually- every federal fiscal year
Metropolitan Long Range State Transportation Plan	MPO- (HTA)	MPO	20 years	Future goals, strategies , and transportation projects at the metropolitan and regional level	Every 4- years
TIP	MPO- (HTA)	MPO/ Governor	4 years	Transportation Improvement Program	Every 4 years but can be more frequent
Statewide Long Range State Transportation Plan	State DOT – (HTA)	State DOT	20 years	Future goals, strategies , and transportation projects at the state/ Islandwide level	Not specified
STIP	State DOT- (HTA)	State DOT	4 years	Statewide Transportation Improvement Program	Every 4 years but can be more frequent

Appendix D

ONGOING PLANNING ACTIVITIES

ONGOING PLANNING ACTIVITIES										
Petitioner	Total	80%	20%	MPO	Planning Activity	Grant	Task	UPWP	Status	
Camuy	\$ 50,000	\$ 40,000	\$ 10,000	UZA	Comprehensive and Feasibility Transportation Study for the Municipality of Camuy	PR-80-0005	10-02	2010-11	Revision & reimbursement process	
Cayey	\$ 100,000	\$ 80,000	\$ 20,000	SJUZA	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	11-01	2012-13	Reviewing the description of work	
Dorado	\$ 75,000	\$ 60,000	\$ 15,000	SJUZA	Comprehensive Transportation Study for the Municipality of Dorado	PR-80-0006-01	12-01	2013-14	Data Analysis, Public Involvement	
Trujillo Alto	\$ 120,000	\$ 96,000	\$ 24,000	SJUZA	Comprehensive Transportation Study for PR-181 Corridor of Trujillo Alto: Current Transit Condition and Future Transit	PR-80-0006-01	11-04	2012-14	Preparation of the final draft of the study	
Aguadilla	\$ 125,000	\$ 100,000	\$ 25,000	AUZA	Comprehensive and Feasibility Transportation Study for the Municipality of Aguadilla	PR-80-0006-01	12-03	2013-14	First Report Submitted	
Guánica	\$ 54,000	\$ 43,200	\$ 10,800	UZA	Alternative and Viability Analysis of Transit Service for the Municipality of Guánica	PR-80-0006-01	12-05	2013-14	Interagency Agreement signed	

Hormigueros	\$	75,000	\$	60,000	\$	15,000	UZA	Transportation Study to Determine Actual Transportation Needs for the Municipality of Hormigueros	PR-80-0006-01	11-03	2013-14	Final Draft Preparation
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	12-06	2013-14	Awarded
Arroyo	\$	52,000	\$	41,600	\$	10,400	UZA	Strategic Transit Plan	PR-80-0007	13-01	2014-2015	Requires certification of the availability of the local match
Carolina	\$	80,000	\$	64,000	\$	16,000	SJUZA	Study for Establishing a Transit Corridor Between Isla Verde, the International Airport, and the Carolina's Traditional Downtown	PR-80-0007	13-02	2013-14	Interagency Agreement signed
Cidra	\$	48,000	\$	38,400	\$	9,600	SJUZA	Implementation of the Transit System Plan	PR-80-0007	13-03	2013-14	Funds will be reprogrammed
Coamo	\$	60,000	\$	48,000	\$	12,000	SJUZA	Short Range Transit Plan for the Municipality of Coamo	PR-80-0007	13-04	2013-14	Interagency Agreement signed
Fajardo	\$	50,000	\$	40,000	\$	10,000	UZA	Fixed Route Bus Service Expansion for the Municipality of Fajardo	PR-80-0007	13-05	2013-14	Requires certification of the availability of the local match

Florida	\$	45,000	\$	36,000	\$	9,000	UZA	Short Range Transit Plan for the Municipality of Florida	PR-80-0007	13-06	2013-14	Requires certification of the availability of the local match
Guayama	\$	58,000	\$	46,400	\$	11,600	UZA	Short Range Transit Plan for the Municipality of Guayama	PR-80-0007	13-07	2013-14	Requires certification of the availability of the local match
Guayanilla	\$	60,000	\$	48,000	\$	12,000	UZA	Short Range Transit Plan for the Municipality of Guayanilla	PR-80-0007	13-08	2013-14	Requires certification of the availability of the local match
Lajas	\$	60,000	\$	48,000	\$	12,000	UZA	Strategic Transit Plan for the Municipality of Lajas	PR-80-0007	13-09	2013-14	Interagency Agreement signed
Luquillo	\$	57,000	\$	45,600	\$	11,400	UZA	Strategic Transit Plan for the Municipality of Luquillo	PR-80-0007	13-10	2013-14	Interagency Agreement signed
Naranjito	\$	60,000	\$	48,000	\$	12,000	San Juan	Expansion of the Transit Service Plan	PR-80-0007	13-12	2013-14	Procurement notice of award
Patillas	\$	55,000	\$	44,000	\$	11,000	UZA	Short Range Transit Plan for the Municipality of Patillas	PR-80-0007	13-13	2013-14	Scope of work will be revised
Rincon	\$	62,000	\$	49,600	\$	12,400	AUZA	Strategic Transportation Plan	PR-80-0007	13-14	2013-14	Requires certification of the availability of the local match
Rio Grande	\$	60,000	\$	48,000	\$	12,000	UZA	Multimodal Transportation Plan	PR-80-0007	13-15	2013-14	Preparation of the Interagency Agreement

Salinas	\$	60,000	\$	48,000	\$	12,000	UZA	Strategic Transit Plan for the Municipality of Salinas	PR-80-0007	13-16	2013-14	Interagency Agreement signed
Vega Baja	\$	60,000	\$	48,000	\$	12,000	SJUZA	Strategic Transit Plan	PR-80-0007	13-18	2013-14	Interagency Agreement signed
Yabucoa	\$	48,000	\$	38,400	\$	9,600	SJUZA	Implementation of the Transit System Plan	PR-80-0007	13-19	2013-14	Scope of work under revision
PRITA	\$	250,000	\$	200,000	\$	50,000	SJUZA	Research Study for the Bus Networking Planning, Strategic Bus Network and Route Study	PR-80-0007	13-20	2013-14	Under consideration
Santa Isabel	\$	50,000	\$	40,000	\$	10,000	Rural	Short Range Transit Plan for Santa Isabel	PR-80-0007	13-17	2013-14	Requires certification of the availability of the local match
Naguabo	\$	48,000	\$	38,400	\$	9,600	SJUZA	Implementation of the Transit System Plan for the Municipality of Naguabo	PR-80-0007	13-11	2013-14	Requires certification of the availability of the local match
Mayagüez	\$	2,500,000	\$	2,000,000	\$	500,000	UZA	Alternative Analysis Study for two Corridors in the Municipality of Mayagüez	PR-90-X285		2010 FY	Data collection and Analysis
San Juan	\$	2,000,000	\$	1,600,000	\$	400,000	SJUZA	Strategic Plan for a Multimodal Transportation system	Section 5307			Contracted, study begun
Barceloneta	\$	2,500,000	\$	2,000,000	\$	500,000	UZA	Feasibility Study for a Mass Transportation System Between Arecibo and Bayamón				Under FTA consideration

Barceloneta	\$ 1,000,000	\$ 800,000	\$ 200,000	UZA	Environmental Study (NEPA Process) as Phase 2 of the Alternative Analysis Study for Mass Transportation System Between Hatillo and Bayamón	Under FTA consideration
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