GOVERNMENT OF PUERTO RICO
Puerto Rico Highway and Transportation Authority

Unified Planning Work Program

for Fiscal Year 2020 and Fiscal Year 2021

Puerto Rico Metropolitan Planning Organization (MPO)

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

DRAFT

Puerto Rico Unified Planning Work Program 2020-2021

"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 Highway and Transportation Authority (PRHTA)."

THIS PAGE LEFT BLANK INTENTIONALLY

Content

Executive Summary	1
Introduction	2
UPWP Development Process	6
Puerto Rico MPO Organization	10
Work Element 1: Administration	14
Work Element 2: Puerto Rico 2045 Long Range Transportation Plan	23
Work Element 3: Special Project Planning	26
Work Element 4: Data Collection	33

List of Figures

Figure 1: Structure and composition of the MPO	11
Figure 2: Urbanized Areas defined by the 2010 Census	13
Figure 3: Transportation Metropolitan Areas and Transportation Planning Region	25

LIST OF TABLES

Table 1: Index of the Work Elements	2
Table 2: The 2018 & 2019 FTA Apportionment/Carryover	3
Table 3: FTA Section 5304 and Local Match Funds	3
Table 4: Summary Table of Tasks and Funding in this UPWP Document: Section 5304	3
Table 5 FTA Section 5303 and Local Match Funds	4
Table 6. Summary Table of Tasks and Funding in this UPWP Document: Section 5303	4

Appendix

Appendix A. Balance Summary of the Work Elements Under Sections 5303 and 5304 Funding Unified Planning Work Program	37
Appendix B. List of Last Year or Recently Completed Tasks Financed with Federal Planning Assistance Awarded in Previous Years	38
Appendix C. Description of the Federal Required Planning Documents	39
Appendix D. Ongoing Planning Activities	40
Appendix E. Puerto Rico State Planning and Research Program (PR-SPR)	43

EXECUTIVE SUMMARY

The Puerto Rico Unified Planning Work Program (UPWP) for Fiscal Year 2020 and Fiscal Year 2021 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, 2019, to September 30, 2021.

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 Highway 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-SRP are currently approved for fiscal year 2018 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 E.

Finally, on December 2016, 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. The final report of the certification review established a series of corrective actions that will be monitored and evaluated. Therefore, much of the efforts and resources of the activities listed under the administration work element of this UPWP are focused in meeting with the corrective actions of that report.

Introduction: UPWP 2018-2019

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 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 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 SJUZA, AUZA, and UZAs, and public involvement activities. This is a recurring planning activity.
2-Puerto Rico 2045 Long Rage 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. Non-recurring 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).

Tasks in this UPWP are generally funded with Federal Transit Administration Funds, particularly from Section 5303 and 5304. All projects included in this UPWP that have not yet disbursements, will be funded with Toll Credits to fulfill their local match.

The 2018 and 2019 FTA Apportionment

	FY 2018 (partial)*	FY 2019 (estimated)	Total
Section 5303	$154,034.00	$1,650,000.00	$1,804,034.00
Section 5304	$39,851.00	$337,000.00	$376,851.00
Total	$193,885.00	$1,987,000.00	$2,180,885.00

*Part of the FY 2018, was programmed in UPWP 2018-2019, Amendment #2 and obligated in PR-2019-002.

Table 3. FTA Section 5304 and Local Match Funds

Section 5304	80% FTA	20% Local	100% Federal Match
FY 2018 (partial) and FY 2019 (estimated)	$374,220		$374,200

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
			2020	2021	Est. Cost	
1	Adm-UPWP and Grant Administration	F	$ 25,000.00	$ 25,000.00	$ 50,000.00	
		S	$ -	$ -	$ -	
		T	$ 25,000.00	$ 25,000.00	$ 50,000.00	
1.1	Administration -Staff Support to MPO Operation	F	$ 20,000.00	$ 20,000.00	$ 40,000.00	
		S	$ -	$ -	$ -	
		T	$ 20,000.00	$ 20,000.00	$ 40,000.00	
1.2	Administration- TIP Development and Maintenance	F	$ 20,000.00	$ 20,000.00	$ 40,000.00	
		S	$ -	$ -	$ -	
		T	$ 20,000.00	$ 20,000.00	$ 40,000.00	
1.3	Administration- Public Involvement Program	F	$ 40,000.00	-	$ 40,000.00	
		S	$ -	-		
		T	$ 40,000.00	-	$ 40,000.00	

Task/ Sub-tasks	Description		Two Years Program		Total Estimated Cost	Remarks
			2020	2021	Est. Cost	
1.5	Administration- Title VI Civil Rights, Environmental Justice, EEO, and Disadvantage Business Enterprise Program	F	$ 20,000.00	$ 20,000.00	$ 40,000.00	
		S	$ -	$ -	$ -	
		T	$ 20,000.00	$ 20,000.00	$ 40,000.00	
1.6	Administration- Interagency Agreements and Contract Legal Revision	F	$ 10,000.00	$ 10,000.00	$ 20,000.00	
		S	$ -	$ -	$ -	
		T	$ 10,000.00	$ 10,000.00	$ 20,000.00	
28-06	Long Range Transportation Plan	F	$ 100,000.00		$ 100,000.00	
		S	$ -	-	$ -	
		T	$ 100,000.00		$ 100,000.00	
	Total Federal		257,000	117,220	374,220	
	*Total State		0	0	0	
	Total		257,000	117,220	374,220	

Table 5 FTA Section 5303 and Local Match Funds

Section 5303	80% FTA	20% Local	100% Total
FY 2018 (partial) and FY 2019 (estimated)	$791,437	-	$791,437

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

Num	Description		Two Years Program		Total Estimated Cost	Remarks
			2020	2021	Est. Cost	
1	Evaluation of the Public Transportation System for the Municipality of Humacao	F	64,000	-	64,000	
		S				
		T	64,000	-	64,000	
2	Development of an evacuation plan in response/recovery to emergencies/natural disasters for the Municipality of Vega Baja	F	32,000	-	32,000	
		S	0	-	0	
		T	32,000	-	32,000	
3	Congestion Study for the Municipality of Morovis	F	60,800	-	60,800	
		S	0	-	0	
		T	60,800	-	60,800	

Num	Description		Two Years Program		Total Estimated Cost	Remarks
			2020	2021	Est. Cost	
4	Comprehensive Transit Study for the Municipality of Las Marias	F	61,280	-	61,280	
		S	0	-	.	
		T	61,280	-	61,280	
5	Evaluation of the Transit System of the Municipality of Yauco	F	64,000	-	64,000	
		S				
		T	64,000	-	64,000	
6	Strategic Plan for the Transportation Program of the Municipality of Hatillo	F	48,000	-	48,000	
		S	0	-	0	
		T	60,000	-	60,000	
7	NTD "Publicos" Islandwide Data Collection.	F	398,000	398,000	796,000	
		S	0	0	0	
		T	398,000	398,000	796,000	
8	NTD "Publicos" Safety and Security Data Collection.	F	63,357	63,357	126,713	
		S	0	0	0	
		T	63,357	63,357	126,713	
	Total Federal		**330,080**	**461,357**	**791,437**	
	Total State		**0**	**0**	**0**	
	Total		**330,080**	**461,357**	**791,437**	

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 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 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

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

- The Metropolitan Long- R a n g e 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

The passage of the federal legislation Fixing America's Surface Transportation Act (FAST-act) continues the growing focus from MAP-21 to require MPOs that serve TMAs to:

- Have transit agency officials in their governing structures and
- 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, FAST Act brought about a renewed focus on transportation planning, that resulted in the issued of three Planning Emphasize Areas that must be included in the UPWP and SPR work programs. These PEA's are:

- 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.
- Regional Cooperation- the purpose is to improve the coordination and cooperation through a multi-jurisdictional planning concept. MPOs are encouraging to create cross boundaries partnerships, share data and resources, create alliances, round table forums, promote regional alternatives solutions to transportation problems.
- 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.

The development and implementations of the planning activities herein program includes the support of these PEA's.

Planning Factors

In the development of this UPWP, the MPO considered the planning factors as updated in FAST-Act:

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 non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized 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 tourism

Task Title	Planning Factors									
	1	2	3	4	5	6	7	8	9	10
Evaluation of the Public Transportation System for the Municipality of Humacao										
Development of an evacuation plan in response/recovery to emergencies/natural disasters for the Municipality of Vega Baja										
Congestion Study for the Municipality of Morovis										
Comprehensive Transit Study for the Municipality of Las Marias										
Evaluation of the Transit System of the Municipality of Yauco										
Strategic Plan for the Transportation Program of the Municipality of Hatillo										
NTD "Público" Safety & Security Data Collection										
NTD "Públicos" Data Collection for All Urbanized Areas and Islandwide										
2045 LRTP										
Program Administration and Planning Support Activities: UPWP Development & Grant Support, TIP Development & Maintenance, Public Involvement Program, Professional Development, Title VI and Legal Revision										

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 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.

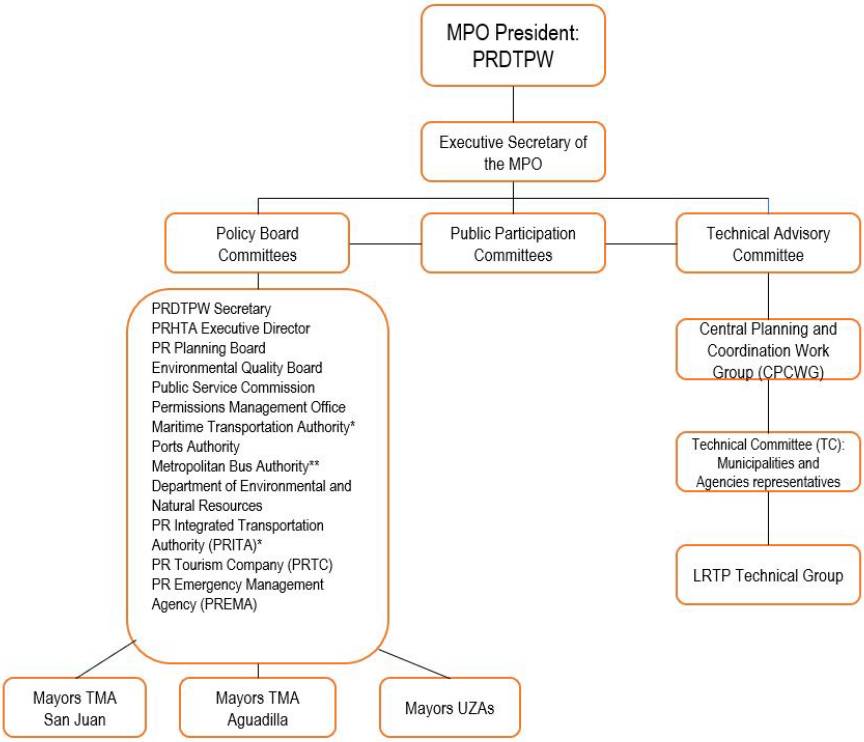
The authorities attached to the DTPW operate as public corporations, which provide them with fiscal autonomy and administrative flexibility. Their functions are formulated under policies adopted by the Secretary of DTPW.

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 (SJUZA), 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



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 (SJUZA), 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 (SJUZA), 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- e i g h t (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:

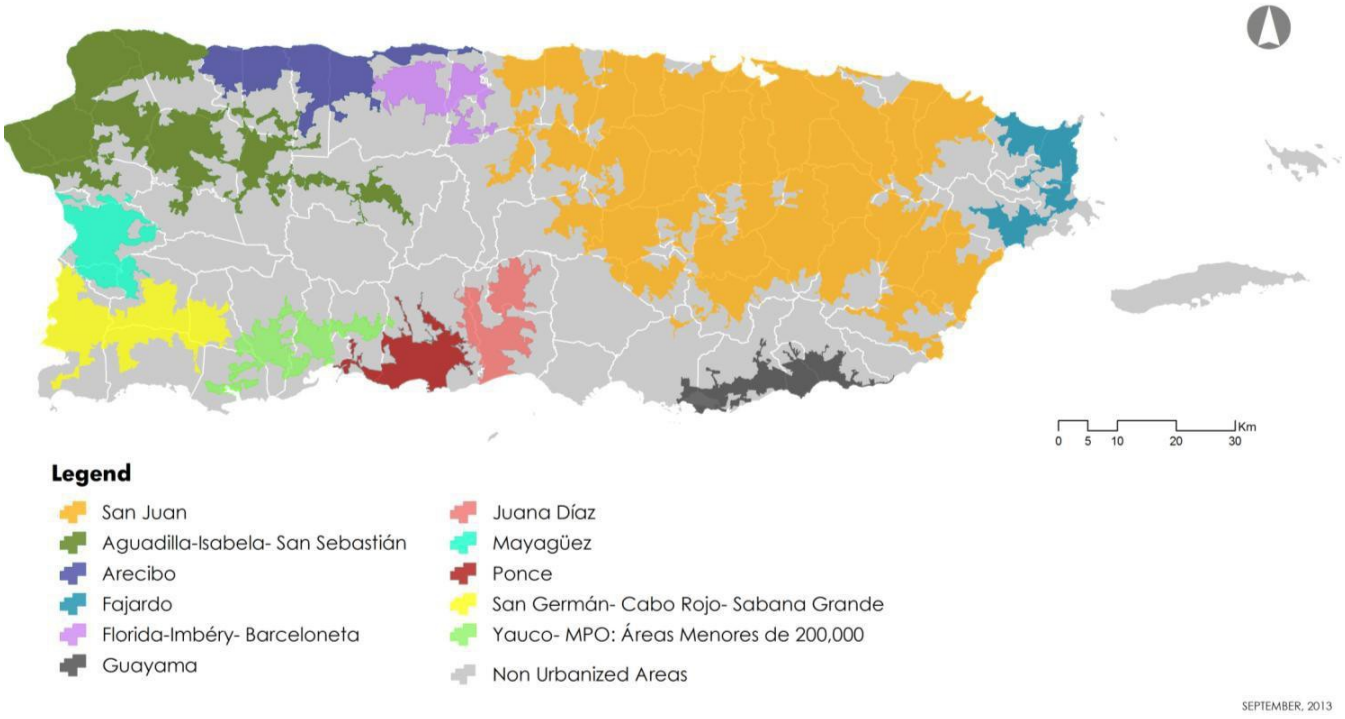
Voting

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. 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



[1] Member of SJUA Committee Only

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: 2000

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 2018-2019, as amended.
- Grant execution: PR-2019-002-00
- 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,
- Purchase Orders, Employee Time Distribution Sheets are other example documents that were worked on.

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 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 2018 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 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 18- FY19, 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 FY2020- FY2021 UPWP in 2019

PRODUCTS & SCHEDULE:

- Quarterly Progress Reports
- Minutes and reports required for the transportation planning process - ongoing
- Single Audit Report Request – annually
- Certification and Assurances - annually
- Interagency Agreements- as needed
- Update PBMPO Interlocal Agreement - as needed
- Update standard MPO agreements - as needed
- UPWP monitoring, maintenance/revisions, and expenditure Reports/Reimbursements - quarterly/ as needed
- UPWP revisions and updates- as needed

- COORDINATED BY:

▪ Federal Coordination Office and Fiscal Section, Accounting Office

Sub-task 1.1
Petitioner: PRHTA

Title: Staff Support to the MPO 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 Committee and the Technical Committee for each Urbanized Area: San Juan UZA, Aguadilla UZA and UZA Under 200,000 Population.
- Prepare agenda packages and minutes in support of PRMPO board and committee meetings.
- The MPO 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 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 and programmed projects.
- Coordinate activities with participating transportation partners.
- 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.

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

Sub-task 1.2
Petitioner: PRHTA

Title: TIP Development and Maintenance

PURPOSE:

- 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 2017-2020 for San Juan Urbanized Area, approved on April 18, 2018 (Amendment #3, Administrative Modification).
- TIP 2017-2020 for Aguadilla Urbanized Area, approved on April 18, 2018 (Amendment #3, Administrative Modification).
- TIP 2017-2020 for Urbanized Areas Under 200,000 Habitants, approved on April 27, 2018 (Amendment #3, Administrative Modification).

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.
- Refine the Prioritization Process to consider the results of the LRTP, and performance measures developed.
- Coordinate the public participation meetings for compliance with FAST-ACT, in developing the TIP and STIP.
- Publish the interactive TIP on the PBMPO 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
- Solicit and evaluate applications for the Transportation Alternatives Program and any competitive funding made available from Surface Transportation Program (SU) Funds

END PRODUCTS:

- TIP 2018-2021 for San Juan Urbanized Area
- TIP 2018-2021 for Aguadilla Urbanized Area
- TIP 2018-2021 for Urbanized Areas Under 200,000

WORK SCHEDULE:

- Start Date: the tasks usually begin in January (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:

- MPO 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 MPO and transportation planning process to new elected officials
- Create an email address to receive public comments.
- 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 and Operating Procedure, for which a third-party contract is going to be used.
- 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.
- Posting a flyer announcing the MPO meetings on the PRHTA website.
- 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.
- 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 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 and Operating Procedure
- Creation of Public Advisory Committee and Designation of the Technical Advisory Committee

- MPO Collaboration Agreement to state and determine the MPO, State, public transportation operator's roles and responsibilities.
- Website redesign, maintenance and updates - ongoing
- Facebook page maintenance and updates – ongoing

WORK SCHEDULE:

Creation of the Committees is expected to be designated and activated for August 2017, PIP Update and PRMPO Rules and Operating Procedures February 2018

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 MPO to attend transportation planning and professional development conferences, workshops, and training.

PREVIOUS WORK:

- Triennial Review Workshops
- FTA/ FHWA webinars

METHODOLOGY/ SCOPE OF WORK:

- The MPO 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- November 2017
- 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 2045 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 AND SCHEDULE

- DBE and Title VI monitoring and reporting - ongoing
- ADA Transition Plan 2019

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
- Contracts- as needed

COORDINATED BY:

- PRHTA: Legal Advisor Office

FUNDING:

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

Work Element 2: Puerto Rico 2045 Long Range Transportation Plan (LRTP)

TASK 2-1

Puerto Rico 2045 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 approved plan.

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.
- 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.
- Coordinate with FHWA, FTA, PRHTA and other stakeholders in the development and implementation of performance-based planning and programming to comply with FAST-ACT.
- 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 FAST Act 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

FUNDING:

Description		Two Years Program		Total Estimated Cost	Remarks
		2020	2021	Est. Cost	
Long Range Transportation Plan	F	$ 100,000.00	-	$ 100,000.00	
	S	$ 25,000.00	-	$ 25,000.00	
	T	$ 125,000.00	-	$ 125,000.00	

Figure 3: Transportation Metropolitan Areas and Transportation Planning Regions

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

MUNICIPALITY OF HUMACAO

TITLE: EVALUATION OF THE TRANSPORTATION SYSTEM FOR THE MUNICIPALITY OF HUMACAO

PURPOSE OF THE ACTIVITY:

Eight years ago, on November 2010, the Municipality of Humacao adopted the Comprehensive Transportation Study. The public transportation of Humacao is composed by públicos, the Municipal SITRAH routes and paratransit service. At the present, there is a significant decrease in services provided by públicos.

The Municipal trolley service SITRAH, administers and operates by the municipal office of People and Disabilities Affairs (OAPI-municipal office), only operate one route: the east route. There is a need to expand the routes to other neighborhoods.

Since the Hurricane Maria emergency, the impacts to the transportation system and population have not been studied.

PREVIOUS WORK:

- Plan de Ordenación Territorial
- Comprehensive Transportation Study (2010)

METHODOLOGY/SCOPE OF WORK

- Define vision, goals, objective and performance of the Humacao transportation system.
- Develop a document that identifies transportation strategies and projects for the Municipality of Humacao based on input received from the community, recommendations presented on the Comprehensive Transportation Study for the Municipality of Humacao and existing conditions.
- Detailed transportation evaluation that meets the specific needs of the Municipality of Humacao by making operational improvements, increasing network connectivity and preserving the current investment in transportation infrastructure.
- Identify transportation system improvements that will support a sustainable multimodal travel network.
- Include community consensus on future transportation needs required to support anticipated growth and development
- Supporting community vision and goals by integrating land use and transportation.
- Provide direction and input for the future updates in the transportation issue of *Revision Integral del Plan de Ordenación Territorial del Municipio de Humacao.*

END PRODUCTS

- Evaluation and Strategic Plan

SCHEDULE:

Start Date: October 2019; End Date: October 2020

COORDINATED BY:

- Anilda Fernandez Vega, PPL; Director of Planning Office, Municipality of Humacao

COST AND FUNDING SOURCE:

	Section 5303	Total:
FY 2019/FY2020	Federal Share: $ 64,000	$**64**,000
	Local Share: $ 0.00	

San Juan Urbanized Area

Task 3-2

MUNICIPALITY OF VEGA BAJA

TITLE: TRANSIT EVACUATION PLAN IN RESPONSE/RECOVERY DUE TO EMERGENCIES AND NATURAL DISASTERS FOR THE MUNICIPALITY OF VEGA BAJA.

PURPOSE OF THE ACTIVITY:

Preparation of an Evacuation Plan to identify the quantity and types of vehicles to be used in the evacuation of residents from different municipal sectors in case of natural disasters and emergencies. This plan will describe the vehicles available to be used for each area according to the natural emergency faced, the area population needs, and the identified escape routes. It will also identify the quantity/type of vehicles available for private contractors that can provide evacuation services during hurricanes, floods, earthquakes, tsunamis, and other natural emergencies. This plan will complement the Municipal Emergency Response Plan.

PREVIOUS WORK:

- Municipality of Vega Baja Mitigation Plan
- Municipality of Vega Baja Emergency Operations Plan
- Municipality of Vega Baja Local Zoning Plan
- Municipality of Vega Baja Short Range Plan

METHODOLOGY/SCOPE OF WORK:

- Evaluate evacuation needs according to the Municipal Emergency Response Plan.
- Perform a demographic and residential areas risk assessment.
- Evaluate hurricane, flooding, tsunamis and evacuation needs.
- Analysis of road and ground access and their actual conditions.
- Analyze the types and quantities of vehicles available, drivers, support personnel and special needs vehicles.
- Determine logistical and operational support requirements.
- Determine local private transportation providers available for support of emergency evacuations.
- Preparation of integrated Transit Evacuation Plan with specific guidelines according to each emergency situation.

END PRODUCTS:

- Transit Evacuation Plan

SCHEDULE:

- Start Date: October 2019; End Date: October 2020

COORDINATED BY:

- Eduardo Hernández; Director Citizen Mobility Program, Municipality of Vega Baja

COST AND FUNDING SOURCE:

	Section 5303	Total:
FY 2019/FY2020	Federal Share: $32,000	**$32,**000
	Local Share: $0.00	

San Juan Urbanized

Task 3-3

MUNICIPALITY OF MOROVIS

TITLE: CONGESTION STUDY FOR THE MUNICIPALITY OF MOROVIS

PURPOSE OF THE ACTIVITY:

In order to implement an effective transportation system, it is necessary to perform a congestions study. It will improve the quality of life of the residents of the Municipality, while encouraging the use of a multimodal transportation system.

PREVIOUS WORK: N/A

METHODOLOGY/SCOPE OF WORK:

- The areas in the study will be: existing transit system, including pedestrians and bikers, expected developments in the Municipality, proposed developments in the Municipality, population trends and other necessary data.
- The out put elements to be included in the study will be: existing congestion, existing transit system, forecast user's movement, expected congestion growth, number of drivers and vehicles within the Municipality, expected visitors in the Municipality, predicted congestion lengths, road conditions
- Environment factors to take into account: air quality, congestion hot spots, use of private vehicles, bicycle/pedestrian access within the Municipality,
- Preventive factors to congestion and accidents: signs, markings, signals, additional lanes, sidewalks, bike paths, distance improvements.
- Demographic study for the identification of needs
- Review of existing plans and regulations

END PRODUCTS:

- A plan that will generate a better traffic control and an effective transportation system for the Municipality.

SCHEDULE:

- Start Date: October 2019; End Date: October 2020

COORDINATED BY:

- Hector L. Rosado Calderón, Director Federal Programs, Municipality of Morovis.

COST AND FUNDING SOURCE:

FY 2019/FY2020	Section 5303	Total:
	Federal Share: $60,800	**$60,800**
	Local Share: $ 0.00	

Aguadilla Urbanized Area

Task 3-4

MUNICIPALITY OF LAS MARIAS:

TITLE: COMPREHENSIVE TRANSIT STUDY FOR THE MUNICIPALITY OF LAS MARIAS

PURPOSE OF THE ACTIVITY:

The Municipality of Las Marias would like to develop a comprehensive transit study that will improve actual transit system and to expand all services to other geographic areas to enhance the accessibility to the citizens, especially seniors, individuals with disabilities to the commercial areas, urban areas and government offices within the municipality such as doctor offices and one dental office.

PREVIOUS WORK: N/A

METHODOLOGY/SCOPE OF WORK:

- The study will be conducted to determine resident's current patterns and purpose of traveling, their daily encountered difficulties, and most desired destinations and the identification of individuals with limited transportation options.
- Prepare a plan that will guide the improvements of the transit system in the Municipality.
- Identify the strategies in short, medium and long term.
- The Plan shall include: the identification of the areas unattended by the existing transit service, evaluate the existing transit service provided by private operators, provide financially feasible alternative to operate and maintain an efficient transit service, assess the points with the highest traffic congestion, provide the location of bus stops, implementation the use of technology.
- Feasibility study of the route from the countryside to the city and connection between cities.

END PRODUCTS:

- The results expected to be achieved with this study are a comprehensive transportation plan, strategic plan, feasibility study and needs.
- Recommendations, a completed socioeconomic study of Las Marias, routes profiles-schedule, analysis of the types of transit vehicles (size, passenger capacity, fuel efficiency, maps of transit and paratransit routes.)

SCHEDULE:

Start Date: October 2019; End Date: October 2020

COORDINATED BY:

- Eduardo Singh Miranda, Director Federal Programs, Municipality of Las Marias.

COST AND FUNDING SOURCE:

	Section 5303	Total:
FY 2019/FY2020	Federal Share: $61,280	**$61,280**.00
	Local Share: $ 0.00	

Urbanized Areas Under 200,000

Task 3-5

MUNICIPALITY OF YAUCO

TITLE: EVALUATION OF THE TRANSIT SYSTEM IN THE MUNICIPALITY OF YAUCO

PURPOSE OF THE ACTIVITY:

Evaluation of our transit system will benefit transit users as well as the Municipality. This evaluation study can help us improve on-time performance, which can benefit transit users by reducing wait time. The time saving translates into direct benefits to transit users. It can also benefit our transit system by increasing operating efficiencies, which translates into reduction of operating or administrative expenses. It can also reduce the response time to vehicle incidents, thus reducing incidents cost.

PREVIOUS WORK:

Transit Study in 2005 (it was not finished)

METHODOLOGY/SCOPE OF WORK:

- Detailed Work Program-The Municipality will contract a consultant, that will develop a detailed work program that will include all administrative and technical elements necessary for the direction and management of the evaluation of the current public transit system.
- Public Participation Meetings-A Public Participation Program will be developed to continue throughout the evaluation process. The program will provide a forum for public input in the planning process.
- Purpose and Needs- A purpose and needs statement for this project will be produce and will be used as input to a future purpose and need statement.
- Current Transportation Conditions (Data Collection)-Data will be collected regarding the existing transit system conditions. This will include (but not limited to) data from: road conditions, transit, fixed routes, paratransit services, bike/pedestrian projects, population trends, places of interest.
- Transportation Future Planning and Forecast-As part of the alternative's development, the Municipality will request the evaluation of options for potential operation transportation service.
- Transit Alternatives-Two different time horizons short (1-6 years) and medium (7-15 years) should be used in developing service and operational recommendations for the transportation system.
- Sensitivity Analysis- A sensitivity analysis for up to three (3) variable scenarios such as access and egress (exists) points, station locations, and levels of transit service as requested by the Municipality.
- Cost/Revenue Projections-The consultant will prepare a preliminary order of costs for each alternative developed.
- Recommendations-The findings from the evaluation will be used to elaborate recommendations from each task.
- Final Report-A comprehensive draft shall be submitted to the Municipality for the evaluation of the plan.

END PRODUCTS:

- With a new transit study, the Municipality of Yauco expects to improve the transit system, address the user's needs and the mobility of the transit in the city, expand the routes, increment the economic development and help the environment by improving air quality.

SCHEDULE:

- Start Date: October 2019; End Date: October 2020

COORDINATED BY:

- Carmen Madera, Federal Programs, Municipality of Yauco

COST AND FUNDING SOURCE:

	Section 5303	Total:
FY 2019/FY2020	Federal Share: $64,000	**$64**,000
	Local Share: $0.00	

Urbanized Areas of 200,000

Task 3-6

MUNICIPALITY OF HATILLO

TITLE: STRATEGIC TRANSPORTATION PLAN FOR THE MUNICIPALITY OF HATILLO

PURPOSE OF THE ACTIVITY:

- To develop a strategic transportation plan that will improve the citizen participation in the program.
- Increase the number of passengers after the first year of implementing the plan

PREVIOUS WORK: N/A

METHODOLOGY/SCOPE OF WORK

- RFP development and procurement process for the acquisition of a transportation consulting professional service.
- Identify areas that are out of the current routes and have citizens with the potential need of transportation.
- Conduct a survey in areas that are already included in the transportation routes for suggestion on how improve their participation on the program.
- Create a system of feedback to measure the response of the participants to the changes implemented and gather and analyze their suggestions.
- Data collection and field review-Analysis of the potential future transit problems of the proposed routes: congestion, road conditions, surrounding development, topography and other issues.
- Final Plan and implementation of the alternatives.

END PRODUCTS:

- Strategic Plan for the Transportation System

SCHEDULE:

Start Date: September 2019; End Date: September 2020

COORDINATED BY:

- Jardany O. Cruz, Federal Programs Office, Municipality of Hatillo

COST AND FUNDING SOURCE:

	Section 5303	Total:
FY 2019/FY2020	Federal Share: $48,000	$48,000
	Local Share: $0.00	

Work element 4: Data Collection

Petitioner: PRHTA

TITLE: 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/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: NTD annual reports, June 2017- July2018

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:

	Section 5303	Total:
FY 2019/FY2020	Federal Share:$796,000	$995,000
	Local Share:$199,000	

Petitioner:PRHTA

Title: 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 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: Annual NTD Report 2017-2018

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.

COORDINATED BY:

PRHTA: Federal Coordination & Office and Strategic Planning Office

COST AND FUNDING SOURCE:

FY 2019/FY2020	Section 5303	Total:
	Federal Share:	$126,713
	Local Share:	

APPENDICES

APENDIX A

BALANCE SUMMARY BY WORK ELEMENTS AND TASKS UNDER SECTIONS 5303 AND 5304 GRANTS

Work element	Project	Year of Assignment	ALI	Balance Feb-18
Administrative 2000	PR-80-0005	2011	44.21.00	$421,193
	PR-80-0006-01	2012 & 2013		$1,595,919
	PR-80-0007	2014		$261,065
	PR-2016-004	2015		$555,776
	PR-2019-002-00	2019		$305,520
Total				$3,139,473

Work element	Project	Year	ALI	Balance Feb-18
NTD "Públicos" User Data Collection/Safety & Security	PR-80-0005	2011	44.22.00	$12,861
	PR-80-0006-01	2012-13	44.27.00	$1,635,603
	PR-80-0007	2014	44.27.00	$293,739
	PR-2016-004	2015	44.27.00	$755,409
	PR-2019-002	2019	44.27.01	$140,700
				Total $2,838,312

Work element	Project	Year of Assignment	ALI	Balance Feb-18
Long Range Transportation Planning	PR-80-0007	2014	44.23.01	$105,562
	PR-2016-004	2015	44.23.01	$1,000,000
	PR-2019-002	2019	44.23.01	$150,480.00
				Total $1,256,042

Work element	Project	Year	ALI	Balance
Special Project Planning/System planning	PR-80-0005	2011	44.22.00	$9,392
	PR-80-0006-01	2012-13	44.22.00	$357,532
	PR-80-0007	2014	44.26.15 44.24.00	$1,049,710
	PR-2016-004	2015	44.26.15 44.22.00 44.27.00	$1,486,400
	PR-2019-002	2018-2019	44.22.00	$4, 717,055
				Total $7,620,089

APENDIX B

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

Recipient	Task	Project	Description	Amount FTA (80%)	Status
Aguadilla	12-03	PR-80-0006- 01	Comprehensive Transportation Study for the Municipality of Aguadilla	$100,000	Completed in 2016. Final reimbursement in process
Naranjito	13-12	PR-80-0007	Comprehensive Transportation Study for the Municipality of Naranjito	$48,000	Completed in 2016

APENDIX C

DESCRIPTION OF THE FEDERAL REQUIRED PLANNING DOCUMENTS

Document	Who Develops	Who Approves	Time Horizon	Content	Update Requirements
UPWP	MPO- (PRHTA)	MPO & FTA	1-2 years	Planning Studies and Tasks	Annually- every federal fiscal year
Metropolitan Long Range State Transportation Plan	MPO- (PRHTA)	MPO	20 years	Future goals, strategies , and transportation projects at the metropolitan and regional level	Every 4- years
TIP	MPO- (PRHTA)	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- (PRHTA)	State DOT	4 years	Statewide Transportation Improvement Program	Every 4 years but can be more frequent

Appendix D

ONGOING PLANNING ACTIVITIES:

Activities financed with Federal planning assistance awarded in previous fiscal years as carryover

ONGOING PLANNING ACTIVITIES									
									Status (February 2019)
Petitioner	Total	80%	20%	MPO	Planning Activity	Grant	Task	UPWP	
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		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			Submitted two technical reports
Arroyo	$52,000	$41,600	$10,400	UZA	Strategic Transit Plan	PR-80-0007		2014-2015	RFP procurement process
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	Municipality submitted petition to close the task.
Cidra	$48,000	$38,400	$9,600	SJUZA	Implementation of the Transit System Plan	PR-80-0007	13-03	2013-14	Municipality submitted petition to close the task.
Coamo	$60,000	$48,000	$12,000	SJUZA	Short Range Transit Plan for the Municipality of Coamo	PR-80-0007	13-04	2013-14	Final document under revision
Florida	$45,000	$36,000	$9,000	UZA	Short Range Transit Plan for the Municipality of Florida	PR-80-0007	13-06	2013-14	Final draft is under revision
Guayama	$58,000	$46,400	$11,600	UZA	Short Range Transit Plan for the Municipality of Guayama	PR-80-0007	13-07	2013-14	Municipality requested a time extension.
Guayanilla	$60,000	$48,000	$12,000	UZA	Short Range Transit Plan for the Municipality of Guayanilla	PR-80-0007	13-08	2013-14	Closed- funds will be reprogram
Lajas	$60,000	48,000	12000	UZA	Strategic Transit Plan for the Municipality of Lajas	PR-80-0007	13-9	2013-14	Final draft is under revision
Luquillo	$57,000	$45,600	11400	UZA	Strategic Transit Plan for the Municipality of Luquillo	PR-80-0007	13-10	2013-14	Municipality requested a time extension.
Patillas	$55,000	$44,000	$11,000	UZA	Short Range Transit Plan for the Municipality of Patillas	PR-80-0007	13-13	2013-14	Closed- funds will be reprogram
Rincon	$62,000	$49,600	$12,400	AUZA	Strategic Transportation Plan	PR-80-0007	13-14	2013-14	Time extension was requested
Rio Grande	$60,000	$48,000	$12,000	UZA	Multimodal Transportation Plan	PR-80-0007	13-15	2013-14	Obligated
Salinas	$60,000	$48,000	$12,000	UZA	Strategic Transit Plan for the Municipality of Salinas	PR-80-0007	13-16	2013-14	RFP process
Vega Baja	$60,000	$48,000	$12,000	SJUZA	Strategic Transit Plan	PR-80-0007	13-18	2013-14	Three reports have been submitted and reviewed.
Santa Isabel	$50,000	$40,000	$10,000	Rural	Short Range Transit Plan for Santa Isabel	PR-80-0007	13-17	2013-14	Municipality requested a new agreement.
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	Final draft was submitted

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	$60,000	$48,000	$12,000		Comprehensive & Feasibility Study	PR-2016-004	15-01		RFP process
Bayamón	$225,000	$180,000	$45,000	SJUZA	Strategic Multimodal Transportation Plan	PR-2016-004	15-02	2015	RFP process
Caguas	$375,000	$300,000	$75,000	SJUZA	Planning and Design of Two Bikes Routes	PR-2016-004	15-03	2015	RFP process
Corozal	$50,000	$40,000	$10,000	SJUZA	Transportation Improvement Plan	PR-2016-004	15-04	2015	RFP process
Vega Alta	$48,000	$38,400	$9,600	SJUZA	Strategic Plan for Future Transit Services	PR-2016-004	15-05	2015	RFP process
Aibonito	$380,000	$95,000	$475,000	SJUZA	Feasibility Study for a Regional Transit Service Program for the Central Mountain Region	PR-2016-004	15-07	2015	MOU is underway
PRITA	$500,000	$125,000	$625,000	SJUZA	Regional Transit Plan	PR-2016-004	15-06	2015	
Cataño	$40,800	$40,800	Toll Credits	SJUZA	Strategic Multimodal Transportation Plan	PR-2019-002	3-1	2018-2019	Interagency Agreement underway
Toa Alta	$43,040	$43,040	Toll Credits	SJUZA	Toa Alta's Transit Service Development Plan	PR-2019-002	3-2	2018-2019	Interagency Agreement underway
Canóvanas	$120,000	$120,000	Toll Credits	SJUZA	Evaluation of the current transit system	PR-2019-002	3-3	2018-2019	Interagency Agreement underway
Vega Baja	$144,000	$144,000	Toll Credits	SJUZA	Feasibility study for the implementation of a Complete Streets Policy	PR-2019-002	3-4	2018-2019	Interagency Agreement underway
Moca	$48,000.00	$48,000.00	Toll Credits	AUA	Moca Transit Feasibility Study	PR-2019-002	3-5	2018-2019	Interagency Agreement underway
San Sebastian	$21,200.00	$21,200.00	Toll Credits	AUA	Feasibility study for the rehabilitation or new construction of the públicos terminal	PR-2019-002	3-6	2018-2019	Interagency Agreement underway
Juana Diaz	$64,000.00	$64,000.00	Toll Credits	UZA	Sustainable Transportation Plan	PR-2019-002	3-7	2018-2019	Interagency Agreement underway
Vieques	$80,000.00	$80,000.00	Toll Credits	Rural	Comprehensive Transportation Study	PR-2019-002	3-8	2018-2019	Interagency Agreement underway
Guánica	$56,000.00	$56,000.00	Toll Credits	UZA	Elaboration and implementation of a public transit system	PR-2019-002	3-9	2018-2019	Interagency Agreement underway
Villalba	$80,000.00	$80,000.00	Toll Credits	UZA	Comprehensive Transit Study	PR-2019-002	3-10	2018-2019	Interagency Agreement underway
PRHTA	$1,000,000.00	$1,000,000.00	Toll Credits	Islandwide	ADA Transition Plan	PR-2019-002	3-11	2018-2019	Interagency Agreement underway
PRHTA	$974,814.00	$974,814.00	Toll Credits	Islandwide	Short Range Planning Activities	PR-2019-002	3-12	2018-2019	Interagency Agreement underway
PRHTA	$1,500,000.00	$1,500,000.00	Toll Credits	Islandwide	Transit Asset Management Plan	PR-2019-002	3-13	2018-2019	Interagency Agreement underway

Appendix E

State Planning and Research (SPR) Program

6. URBAN TRANSPORTATION PLANNING - INTRODUCTION AND SUMMARY OF FUNDS

a. San Juan Transportation Management Area (SJ-TMA) - Task 614

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

Contact: Plan. Lynnette I. Vázquez Canales (787) 721-8787 ext. 3604

BACKGROUND AND CONTEXT:

The Strategic Planning Office is under the Programming and Special Studies Area, as part of the infrastructure directorate. The ***Strategic Planning Office (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 TMAs, 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 2017-18:

- 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 2017-2018

The process to develop the 2045 Long Range Transportation Plan (2045 LRTP) started on August 2017. Since Hurricane Maria interrupted the process, the 2045 Plan will document travel patterns under emergency conditions through household surveys. Thus, the transportation model will be calibrated using 2016 data to document normal conditions and strengthening on developing resilience infrastructure by using FHWA's vulnerability analysis.

The 2045 LRTP completed two rounds of Informative Workshops for the public around the island. The first round of workshops was carried out on December 11-22, 2017 visiting eleven locations mostly service centers and driver's license service centers locations. During this round of workshops participated 566 persons. In addition, a second round of workshops took place during March and April 2018 impacting around 160 persons.

The 2045 LRTP's public involvement process included the designation and work meetings with stakeholders' committees such as: Citizen Advisory Committee, Freight Mobility Advisory Committee, Resilience Infrastructure Committee, Technical Committee. These committees had been participating in work meetings considering the stakeholder's interests in the 2045 LRTP.

The Technical and Resilience Committees developed a methodology to identify the top 20 corridors and segments most vulnerable in terms of landslides and flood using FHWA's Vulnerability Analysis. The Freight Mobility Advisory Committee evaluated the Freight network.

Personnel were trained on the safety database tool known as Critical Analysis Reporting Environment (CARE) in its updated version. This tool was developed by the "Center for Advanced Public Safety" from the University of Alabama and is an open source available at https://pr.caps.ua.edu/ under the Puerto Rico Traffic Safety Commission. This tool allows having safety data by region, type of vehicle and corridor, among others. Furthermore, personnel from the SPO continues to participate in the emphasis area studies of the Strategic Highway Safety Plan through the Intersection committee.

SPO had attended to webinars addressed to strengthen skills and knowledge related to new regulations and performance-based emphasis.

The SJTMA planning staff participated in several interagency planning efforts, particularly with the Puerto Rico Planning Board in regard to the ongoing effort to develop a Master Land Use Plan for the whole Commonwealth.

Scores of private and public land use permit requests were evaluated, in order to preserve the necessary ROW for planned improvements to the transportation system, reduce impacts on the LOS of facilities, and to advice the PRHTA and the Planning Board on situations were land use or environmental policies were not being followed.

Advice was provided to private developers and municipal planning offices on how best to apply transit-oriented development principles in dozens of projects proposed for the immediate vicinity of San Juan's "Tren Urbano".

Several Municipal Land Use Plans were evaluated by the SJTMA planning staff, and recommendations were submitted on how better to address the municipalities' transportation, land use and environmental problems.

PROPOSED WORK FOR 2018-19

SPO will complete the 2045 Long Range Transportation Plan during this period to comply with federal regulations.

SPO is emphasizing in performance-based system defining a congestion management monitoring and reporting and the performance-based framework. The congestion management process, regarding highway performance, will report according to goals and performance measures established, and expanding its scope to incorporate reliability integrating methodological procedures published by the Strategic Highway Research Program (SHRP2). During this fiscal year will be structuring and defining this emphasis.

Key Activities	Key Milestones	End Product	Estimated Completion Date
2045 Long Range Metropolitan Plan	Complete Spanish Version	2045 LRTP in Spanish	January, 2019
	Complete Technical Papers		
Congestion Management	Data collection	Database for Congestion Management	February and March, September and October
	Data Analysis	Report	June and December
Compile and submit Quarterly Progress Report	Quarterly Report	Quarterly Report	January 2019 April 2019 July 2019 October 2019

Programmed Amount for FY 2017-2018	$	385,345.00
Expended Amount as of June 2018	$	35,897.17
Estimated Cost for 2018-2019	$	14,655.00
Carry Forward SPR-55	$	385,345.00
Task 614 Total for 2018-2019	**$**	**400,000.00**

b. Aguadilla Transportation Management Area (A-TMA) - Task 615

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

Contact: Plan. Lynnette I. Vázquez Canales (787) 721-8787 ext. 3604

BACKGROUND AND CONTEXT:

The Strategic Planning Office is under the Programming and Special Studies Area, as part of the infrastructure directorate. The ***Strategic Planning Office (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 TMAs, 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 2017-18:

- 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 2017-2018

The process to develop the 2045 Long Range Transportation Plan (2045 LRTP) started on August 2017. Since Hurricane Maria interrupted the process, the 2045 Plan will document travel patterns under emergency conditions through household surveys. Thus, the transportation model will be calibrated using 2016 data to document normal conditions and strengthening on developing resilience infrastructure by using FHWA's vulnerability analysis.

The 2045 LRTP completed two rounds of Informative Workshops for the public around the island. The first round of workshops was carried out on December 11-22, 2017 visiting eleven locations mostly service centers and driver's license service centers locations. During this round of workshops participated 566 persons. In addition, a second round of workshops took place during March and April 2018 impacting around 160 persons.

The 2045 LRTP's public involvement process included the designation and work meetings with stakeholders' committees such as: Citizen Advisory Committee, Freight Mobility Advisory Committee, Resilience Infrastructure Committee, Technical Committee. These committees had been participating in work meetings considering the stakeholder's interests in the 2045 LRTP.

The Technical and Resilience Committees developed a methodology to identify the top 20 corridors and segments most vulnerable in terms of landslides and flood using FHWA's Vulnerability Analysis. The Freight Mobility Advisory Committee evaluated the Freight network.

Personnel were trained on the safety database tool known as Critical Analysis Reporting Environment (CARE) in its updated version. This tool was developed by the "Center for Advanced Public Safety" from the University of Alabama and is an open source available at https://pr.caps.ua.edu/ under the Puerto Rico Traffic Safety Commission. This tool allows having safety data by region, type of vehicle and corridor, among others. Furthermore, personnel from the SPO continues to participate in the emphasis area studies of the Strategic Highway Safety Plan through the Intersection committee.

SPO had attended to webinars addressed to strengthen skills and knowledge related to new regulations and performance-based emphasis.

The SJTMA planning staff participated in several interagency planning efforts, particularly with the Puerto Rico Planning Board in regard to the ongoing effort to develop a Master Land Use Plan for the whole Commonwealth.

Scores of private and public land use permit requests were evaluated, in order to preserve the necessary ROW for planned improvements to the transportation system, reduce impacts on the LOS of facilities, and to advice the PRHTA and the Planning Board on situations were land use or environmental policies were not being followed.

Advice was provided to private developers and municipal planning offices on how best to apply transit-oriented development principles in dozens of projects proposed for the immediate vicinity of San Juan's "Tren Urbano".

Several Municipal Land Use Plans were evaluated by the SJTMA planning staff, and recommendations were submitted on how better to address the municipalities' transportation, land use and environmental problems.

PROPOSED WORK FOR 2018-19

SPO will complete the 2045 Long Range Transportation Plan during this period to comply with federal regulations.

SPO is emphasizing in performance-based system defining a congestion management monitoring and reporting and the performance-based framework. The congestion management process, regarding highway performance, will report according to goals and performance measures established, and expanding its scope to incorporate reliability integrating methodological procedures published by the Strategic Highway Research Program (SHRP2). During this fiscal year will be structuring and defining this emphasis.

Key Activities	Key Milestones	End Product	Estimated Completion Date
2045 Long Range Metropolitan Plan	Complete Spanish Version	2045 LRTP in Spanish	January, 2019
	Complete Technical Papers		
Congestion Management	Data collection	Database for Congestion Management	February and March, September and October
	Data Analysis	Report	June and December
Compile and submit Quarterly Progress Report	Quarterly Report	Quarterly Report	January 2019 April 2019 July 2019 October 2019

Programmed Amount for FY 2017-2018	$	220,700.00
Expended Amount as of June 2018	$	27,014.09
Estimated Cost for 2018-2019	$	15,700.00
Carry Forward SPR-55	$	199,300.00
Task 615 Total for 2018-2019	**$**	**215,000.00**

c. Regional Transportation Planning for Urbanized and Rural Areas (Rural and UZAs less than 200,000 inhabitants) - Task 622

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

Contact: Plan. Lynnette I. Vázquez Canales (787) 721-8787 ext. 3604

BACKGROUND AND CONTEXT:

The Strategic Planning Office is under the Programming and Special Studies Area, as part of the infrastructure directorate. The ***Strategic Planning Office (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 [1] 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 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 TMAs, and remaining UZA regions. These TPRs in most cases define geographical areas that may include more than one urbanized area as per Census definition, including non-urbanized municipalities, so that they conform to more logical planning units as established in 23CFR Part 450.

[1] This refers to the Urbanized Areas less than 200,000 inhabitants and Rural Areas (Non-Urbanized Areas)

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 2017-18:

- 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 2017-2018

The process to develop the 2045 Long Range Transportation Plan (2045 LRTP) started on August 2017. Since Hurricane Maria interrupted the process, the 2045 Plan will document travel patterns under emergency conditions through household surveys. Thus, the transportation model will be calibrated using 2016 data to document normal conditions and strengthening on developing resilience infrastructure by using FHWA's vulnerability analysis.

The 2045 LRTP completed two rounds of Informative Workshops for the public around the island. The first round of workshops was carried out on December 11-22, 2017 visiting eleven locations mostly service centers and driver's license service centers locations. During this round of workshops participated 566 persons. In addition, a second round of workshops took place during March and April 2018 impacting around 160 persons.

The 2045 LRTP's public involvement process included the designation and work meetings with stakeholders' committees such as: Citizen Advisory Committee, Freight Mobility Advisory Committee, Resilience Infrastructure Committee, Technical Committee. These committees had been participating in work meetings considering the stakeholder's interests in the 2045 LRTP.

The Technical and Resilience Committees developed a methodology to identify the top 20 corridors and segments most vulnerable in terms of landslides and flood using FHWA's Vulnerability Analysis. The Freight Mobility Advisory Committee evaluated the Freight network.

Personnel were trained on the safety database tool known as Critical Analysis Reporting Environment (CARE) in its updated version. This tool was developed by the "Center for Advanced Public Safety" from the University of Alabama and is an open source available at https://pr.caps.ua.edu/ under the Puerto Rico Traffic Safety Commission. This tool allows having safety data by region, type of vehicle and corridor, among others. Furthermore, personnel from the SPO continues to participate in the emphasis area studies of the Strategic Highway Safety Plan through the Intersection committee.

SPO had attended to webinars addressed to strengthen skills and knowledge related to new regulations and performance-based emphasis.

The SJTMA planning staff participated in several interagency planning efforts, particularly with the Puerto Rico Planning Board in regard to the ongoing effort to develop a Master Land Use Plan for the whole Commonwealth.

Scores of private and public land use permit requests were evaluated, in order to preserve the necessary ROW for planned improvements to the transportation system, reduce impacts on the LOS of facilities, and to advice the PRHTA and the Planning Board on situations were land use or environmental policies were not being followed.

Advice was provided to private developers and municipal planning offices on how best to apply transit-oriented development principles in dozens of projects proposed for the immediate vicinity of San Juan's "Tren Urbano".

Several Municipal Land Use Plans were evaluated by the SJTMA planning staff, and recommendations were submitted on how better to address the municipalities' transportation, land use and environmental problems.

PROPOSED WORK FOR 2018-19

SPO will complete the 2045 Long Range Transportation Plan during this period to comply with federal regulations.

SPO is emphasizing in performance-based system defining a congestion management monitoring and reporting and the performance-based framework. The congestion management process, regarding highway performance, will report according to goals and performance measures established, and expanding its scope to incorporate reliability integrating methodological procedures published by the Strategic Highway Research Program (SHRP2). During this fiscal year will be structuring and defining this emphasis.

Key Activities	Key Milestones	End Product	Estimated Completion Date
2045 Long Range Metropolitan Plan	Complete Spanish Version	2045 LRTP in Spanish	January, 2019
	Complete Technical Papers		
Congestion Management	Data collection	Database for Congestion Management	February and March, September and October
	Data Analysis	Report	June and December
Compile and submit Quarterly Progress Report	Quarterly Report	Quarterly Report	January 2019 April 2019 July 2019 October 2019

Programmed Amount for FY 2017-2018	$	170,500.00
Expended Amount as of June 2018	$	30,214.52
Estimated Cost for 2018-2019	$	10,500.00
Carry Forward SPR-55	$	189,500.00
Task 622 Total for 2018-2019	**$**	**200,000.00**